

**BEFORE THE HEARINGS PANEL  
FOR THE QUEENSTOWN LAKES PROPOSED DISTRICT PLAN**

**IN THE MATTER** of the Resource  
Management Act 1991

**AND**

**IN THE MATTER** of Hearing Stream 13 –  
Queenstown Mapping  
Annotations and  
Rezoning Requests

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**SECTION 42A REPORT / STATEMENT OF EVIDENCE OF RUTH EVANS  
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

**GROUP 1A QUEENSTOWN BUSINESS AND INDUSTRIAL**

**24 May 2017**

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**Appendix 1: Revised Chapter 15 Local Shopping Centres**

**Appendix 2: List of submitters**

## 1. INTRODUCTION

- 1.1 My name is Ruth Christine Cameron Evans. I am employed by Harrison Grierson as a senior planner and I have been engaged by Queenstown Lakes District Council (**Council**) to prepare this officer's report / evidence for rezoning requests with respect to Queenstown Business and Industrial (Group 1A). I hold the qualifications of Master of Regional and Resource Planning and Bachelor of Arts from Otago University and I am an intermediate member of the New Zealand Planning Institute.
- 1.2 I have 12 years' experience in resource management planning. My experience includes planning for both private and government organisations in New Zealand and Australia. My current role includes provision of policy planning services to local authority clients and resource consent services for land development clients. I have previously been engaged by the Council to prepare the s42A reports for Chapter 36 Noise, and for Chapter 43 Millbrook Resort Zone.
- 1.3 I confirm that I have read the Code of Conduct for Expert Witness contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.
- 1.4 This evidence provides recommendations to the Hearings Panel (**Panel**) on rezoning and mapping annotation submissions to the Proposed District Plan (**PDP**) grouped as Queenstown Business and Industrial (Group 1A). These submissions are on land that is located within the Urban Growth Boundary (**UGB**). In general they seek this land to be zoned as Business Mixed Use (**BMUZ**), Town Centre or Local Shopping Centre (**LSCZ**), or seek a new type of commercial or business zone not currently provided for in the PDP.
- 1.5 I note that land located between Hansen Road and Ferry Hill Drive at Ladies Mile, Frankton, is subject to a number of rezoning proposals and these have been addressed in the s42A report/evidence of Ms

Kimberley Banks for Queenstown Urban – Frankton and South, Group 1B.

- 1.6** All references to PDP provision numbers, are to the Council's Reply version of those provisions (unless otherwise stated). I refer to documents included in the Council's Bundle (**CB**), Supplementary Bundle (**SB**) and Second Supplementary Bundle of Documents (**SSB**).
- 1.7** I have read Ms Banks' strategic statement of evidence and I rely on Ms Banks' strategic statement of evidence sets out the relevant statutory tests, on which I have relied, and a range of assessment principles and context factors which I have also considered to assist in the assessment of the appropriateness of the rezoning requests.
- 1.8** I refer to the Strategic evidence at section 4, which sets out those submissions that are not on Stage 1 PDP land. In relation to this report, a number of rezoning submissions relate to the area of the operative High Density Residential Zone within the Plan Change 50 (**PC50**) area. The provisions that apply to the geographic area of land to which PC50 relates were withdrawn from the PDP by resolution of Council on 29 October 2015. The following rezoning submissions relate to this area:
- (a) 667 Cedric Hockey;
  - (b) 672 Watertight Investments Ltd; and
  - (c) 170 Cameron Steele.
- 1.9** No recommendations have been made on these submission points as they are considered by the Council to not be "on" Stage 1 of the PDP.
- 1.10** In addition to the Queenstown business zoning requests, I have also assessed the new overlay requested by Skyline Enterprises Limited (574) in this evidence.
- 1.11** I have read and considered the relevant documents associated with the substantive hearings on the PDP chapters to ensure that I have adequately considered matters of integration and consistency across

the PDP. In particular, I have read and considered the s42A report and replies for the following parts of the PDP:

- (a) Chapters 1 (Introduction) and 5 (Tangata Whenua) of Mr Anthony Pickard **[CB1 and CB5]**;
- (b) Chapter 2 (Definitions) of Ms Amanda Leith **[SSB86]**;
- (c) Chapters 3 (Strategic Direction) and 4 (Urban Development) of Mr Matthew Paetz **[CB3 and CB4]**;
- (d) Chapter 12 (Queenstown Town Centre) of Ms Vicki Jones **[SSB88]**;
- (e) Chapter 15 (Local Shopping Ccentre Zone) of Ms Amy Bowbyes **[CB12]**;
- (f) Chapter 16 (Business Mixed Use Zone) of Ms Amy Bowbyes **[CB13]**; and
- (g) Evidence of Mr Timothy Heath on the Business Hearing Stream 08 dated 2 November 2016 **[CB66]**.

**1.12** I refer to and rely on the evidence of:

- (a) Mr Glenn Davis (Ecologist);
- (b) Mr Ulrich Glasner (Infrastructure);
- (c) Ms Wendy Banks (Transportation);
- (d) Mr Timothy Heath (Commercial and Industrial Land Needs Analysis);
- (e) Dr Marion Read (Landscape); and
- (f) Ms Kimberley Banks (Queenstown Urban – Frankton and South).

**1.13** With regard to the evidence of Mr Glenn Davis, I note that he does not oppose any of the rezonings sought by submitters in this Group 1A, as there are no remaining indigenous vegetation communities present or ecological values associated with the subject sites. I accept and rely on this evidence that the rezonings are not opposed from an ecology perspective, and do not refer to his evidence again within my consideration of each specific rezoning submission.

**1.14** I am generally familiar with the sites I have assessed in this report, and conducted specific site visits for the majority of the submission

sites on 10 and 11 April 2017. I viewed these sites from the road with the exception of the Skyline submission (574) for which I was given a guided site visit (including of the base building and surrounds, the gondola and the top buildings and surrounds) by the submitter's planner, Mr Sean Dent.

## **2. SUMMARY**

- 2.1** I have considered the submissions seeking rezoning or mapping annotation changes in this Group 1A area (Queenstown Business and Industrial) evidence. I do not recommend any changes to the notified PDP Planning Maps.
- 2.2** Should my recommendations change through the hearing of evidence and submissions during the course of the hearing, amended planning maps will be filed with the Council's Right of Reply.
- 2.3** In general, I consider that the notified zones are more appropriate than the zonings being pursued by submitters.
- 2.4** One of the key reasons for this is that of the PDP's commercial or business zones, only the Local Shopping Centre Zone (**LSCZ**) and Business Mixed Use Zone (**BMUZ**) are appropriate to be considered as options for each rezoning. The other commercial or business zones (ie the Town Centres) are location specific, whereas the areas seeking to be rezoned are either at Frankton, or in close proximity to Frankton. In these instances changing to LSCZ will not meet the purpose of the zone, which is for small scale convenience facilities. With regard to BMUZ, the areas are all in, or adjacent to residential areas, and the intensification afforded by the BMUZ would not be appropriate without further justification.
- 2.5** In the Glenda Drive area, there are a number of submissions seeking to be rezoned to an industrial zone. As the PDP does not contain any industrial zones at this time, I do not consider it appropriate to make this recommendation. However I have noted my support for these submissions and recommend that the Council consider rezoning these during a subsequent PDP stage. I understand that industrial

zones are part of a later stage of the review, and a variation for this land would be necessary.

**2.6** With regard to the Skyline submission seeking a new sub-zone, I cannot support this based on the level of detail provided in the submission, and relatively permissive regime proposed for the provisions. However, I do consider there is merit in the PDP including a policy that reflects the large scale development in the Ben Lomond Reserve, and its importance to the tourism industry.

**2.7** I rely on the evidence of Ms Jones for Chapter 12<sup>1</sup> in relation to the extent of the Queenstown Town Centre Entertainment Precinct and consider it should be retained as notified.

**2.8** With regard to commercial rezonings, the evidence of Mr Heath is that there is sufficient commercial land provision in the Wakatipu Ward to meet projected commercial land demand requirements over the next 20 years.<sup>2</sup> Similarly with respect to industrial zones, the evidence of Mr Osborne is that the current land zoned is expected to meet the market needs to 2030.<sup>3</sup>

**2.9** I accept and rely on this evidence and conclude that the notified PDP zones for commercial and existing ODP zones for industrial land are sufficient to meet demand for the life of this district plan.

### **3. LADIES MILE AREA**

**3.1** Four submissions<sup>4</sup> that seek a non-residential zoning have been received on the zoning relating to land on the northern side of Frankton-Ladies Mile Highway starting at number 179 Frankton-Ladies Mile Highway and extending along the Highway north-east to the Quail Rise Special Zone (Stage 1 Zone). There are a number of other submissions that relate to the Ladies Mile area that seek residential zonings, and all of these, including the four seeking a non-residential zoning, are assessed in the s42A report (Group 1B) of Ms

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1 [SSB98] and [SSB99].

2 Statement of evidence of Mr Timothy Heath dated 24 May 2017.

3 Statement of evidence of Mr Phil Osborne dated 24 May 2017.

4 Peter and Margaret Arnott (399), The Jandel Trust (717), Hansen Family Partnership (751) and FII Holdings Limited (847)

Kim Banks. The notified zones of the sites are a mix of Rural and Medium Density Residential (**MDR**) in the PDP.

#### **4. 1 HANSEN ROAD**

- 4.1** A number of submissions have been received on the LSCZ at 1 Hansen Road, Frankton. The majority of submission points were on the text of the LCSZ as it applies to this land, and were assessed in the s42A report for Chapter 15,<sup>5</sup> prepared by Ms Amy Bowbyes. This includes submissions from Queenstown Airport Corporation (433), Spence Farms (698) and NZTA (719). I note that Spence Farms (698) also submitted on the location of the Outstanding Natural Landscape (**ONL**) boundary over this site, which is a matter for this hearing.
- 4.2** At the hearing for Chapter 15 Ms Bowbyes advised that a resource consent application for residential development for 1 Hansen Road was imminent for the site. The Panel subsequently issued a minute on 2 December 2016 directing that submissions relating to these provisions be deferred to the mapping hearings, so that the Panel could hear the submissions on the text, with a better understanding of the factual situation.
- 4.3** There are two consents currently lodged with Council over this site. RM161140 is a proposed 16 lot subdivision (11 residential sections, roading and balance land). The Council has now received all further information required for this consent and is in the process of completing the decision report. I understand it is proposed that all residential activity proposed is within the (ODP) LDRZ portion of the site, with the Rural portion of the site to be balance land.
- 4.4** The second consent is RM161255, which is an alternative subdivision to RM161140. This application seeks to subdivide the site into 20 residential lots ranging from 900-1500m<sup>2</sup>. I understand this consent is on hold for further information, largely in relation to traffic/access/parking and urban design. As with the other application, it is proposed to locate all residential activity within the (ODP) LDRZ

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<sup>5</sup> [CB60]



portion of the site with the land zoned Rural General (ODP) to make up the balance lot.

- 4.5** The process for these two consents is not yet at the decisions stage, and so I have not taken them into account in my consideration of the submissions.
- 4.6** I have reviewed the submissions regarding the text and zoning at 1 Hansen Road. QAC (433) has sought the inclusion of provisions requiring acoustic treatment for buildings and protecting QAC from reverse sensitivity effects of Activities Sensitive to Airport Noise (**ASAN**). There are three further submissions on the QAC submission points.<sup>6</sup> In relation to the rule changes proposed, Ms Bowbyes<sup>7</sup> relies on the evidence of Dr Chiles on this matter, that the notified provisions are satisfactory and reflect PC35 and recommends these submission points be rejected. I accept and rely on Ms Bowbyes' recommendations in respect of the QAC submission points.
- 4.7** NZTA (719) submits on a number of provisions that have been deferred to this mapping stream. NZTA supports Objective 5.2.3. No substantive change has been proposed to this objective in the Right of Reply version for Chapter 15, and Ms Bowbyes has recommended that this submission point is accepted. NZTA have sought a rule restricting access to the State Highway, which Ms Bowbyes has recommended rejecting as access is already restricted pursuant to reply Rule 15.5.5.<sup>8</sup> An amendment to notified 15.5.1 is also requested by NZTA, to state that effects on the State Highway are considered as a matter of discretion. Ms Bowbyes has recommended accepting this in part, to ensure that effects on all road networks, not just the State Highway, are considered. NZTA submitted in support of notified Rule 15.5.4, which Ms Bowbyes has recommended is retained (reply Rule 15.5.5) with one amendment to the gross floor area of retail uses. I accept and rely on Ms Bowbyes' recommendations in respect of these NZTA submission points.

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6 Support from Board of Airline Representatives of New Zealand (BARNZ) (FS1077), opposition from Queenstown Park Limited (FS1097) and Remarkables Park Limited (FS1117).

7 **[CB60]**, paragraphs 11.4 – 11.6.

8 15.5.4 in the s42A version.

- 4.8** Finally, NZTA have opposed clause 15.6.2 which is a non-notification clause. NZTA have submitted that this clause should be deleted. NZTA notes that they should be considered affected in relation to applications which breach the building coverage rule. Ms Bowbyes agrees with this point and recommends an amendment to exclude applications that exceed permitted building coverage between Hansen Road and Frankton Cemetery with any notification limited to the road controlling authority.
- 4.9** I understand that at the hearing for Chapter 15, Ms Bowbyes was asked questions around whether the notification exception should only apply to 1 Hansen Road. I understand that the Panel also questioned if this exception is appropriate in the wider LSCZ. In my opinion the road controlling authority should be notified of any breach to a building coverage rule or other infringements likely to result in additional effects on the State Highway where the LSCZ directly adjoins a State Highway, given the potential for effects on the State Highway network from potentially more intensive development. However in this instance the only LSCZ that adjoins a State Highway is 1 Hansen Road, therefore the notification exception does not need to apply more broadly. I also note that the NZTA submission point is only on this particular LSCZ.
- 4.10** Spence Farms Limited (698) supports the LSCZ with amendments. The submitter requests amendments to notified Rule 15.5.6 (to include a specific height rule for the LSCZ at 1 Hansen Road; that notified 15.5.5 which requires all residential and visitor accommodation to be at first floor and above be deleted; and that the acoustic requirements be amended). Ms Bowbyes has rejected these submission points. I rely on her evidence<sup>9</sup> and accept her recommendations, and do not propose any changes to these rules as a result of submissions.
- 4.11** The submission also seeks (698.5) that the ONL boundary intersecting 1 Hansen Road be moved so that it sits at the toe of the slope and sits entirely within the Rural Zone. This submission point was not assessed in the s42A report for Chapter 12. I note the

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9 [CB60] at paragraphs 14.7-14.12

evidence of Dr Read for this hearing is that the landscape line is considered to be located appropriately.<sup>10</sup> I accept and rely on this evidence and therefore recommend that this submission point is rejected.

- 4.12** Turning to the Panel's questions around the vires of a rule requiring a Spatial Layout Plan in a rule, I understand this will be addressed in legal submissions for this hearing, but that there are issues with Rule 15.4.3.2 as drafted. As notified it is framed more like an information requirement, and therefore needs to be amended so that a consent is required for an activity. I have therefore proposed some amendments to Rule 15.4.3.2, which includes rewording so that a comprehensive development plan (of that name or something similar) is provided with any consent for a building that addresses the matters of discretion, see **Appendix 1**. This has required some minor changes to the matters of discretion, to ensure that all of the previous requirements of the spatial layout plan area addressed.

<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 698.7-</b> FS1340.27- Queenstown Airport Corporation – oppose,</p> <p><b>Submission 698.8 –</b> FS1077.58 – Board of Airline Representatives of New Zealand (BARNZ) - oppose FS1340.28 Queenstown Airport Corporation - oppose</p>
Land area/request referred to as	1 Hansen Road ((Lot 1 DP 26426 PT SEC 5 BLK XXI Shotover SD) and the Frankton Cemetery
PDP Zone and Mapping annotations	Rural ONL UGB Building Line Restriction (5m) Local Shopping Centre LDR (small triangle parcel) Queenstown Airport Outer Control Boundary (Ldn65)
Zone requested and mapping annotations	Move the ONL boundary so that it follows the toe of the slope and sits entirely within the proposed Rural Zone.
Supporting technical Information or reports	None

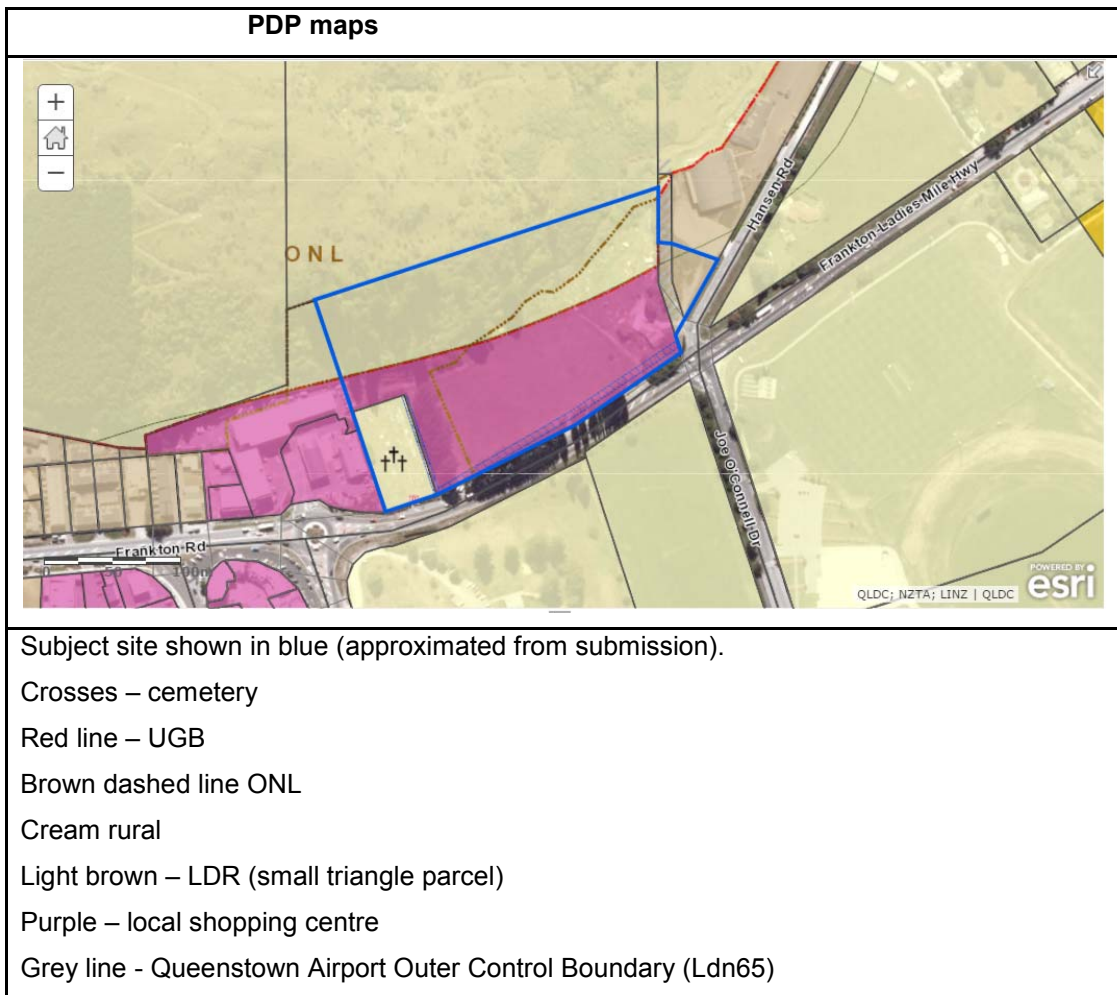
<sup>10</sup> Statement of Evidence of Dr Read dated 24 May 2017 at paragraph 5.16

Legal Description	<b>1 Hansen Road</b> Lot 1 DP 26426 PT SEC 5 BLK XXI Shotover SD <b>Cemetery</b> CEMETERY RESERVE NO 1 FRANKTON TN
Area	34,022m <sup>2</sup> (full site, approximated from the submission); 18,000m <sup>2</sup> (LSCZ component)
QLDC Property ID	<b>1 Hansen Road</b> 5,600 <b>Cemetery</b> 5,601
QLDC Hazard Register	Contaminated site Liquefaction Risk: Nil to Low (T&T 2012) Liquefaction Risk: Probably Low (T&T 2012) Liquefaction Risk: Possibly Susceptible (Opus 2002)

**Aerial Photograph of the site**



Subject site shown in blue (approximated from submission).



## 5. MCBRIDE STREET

- 5.1** Three submissions<sup>11</sup> have been received regarding zoning of several properties on McBride Street. The sites are all zoned Low Density Residential (**LDR**) in the PDP.
- 5.2** In relation to infrastructure, for these three submissions, Mr Glasner does not oppose the rezoning from an infrastructure perspective because it is expected this area is able to be serviced with planned upgrades. Mr Glasner notes that all connections would be at the developer's cost.

<sup>11</sup> Barbara Williams (141), C and S Hansen (840) and (Brett Giddens (828)

**BARBARA WILLIAMS – 141**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The notified PDP LDR zone will provide efficient use of land, reflects established activities on the subject sites and will maintain residential amenity of the Frankton residential area. Rezoning the area to commercial could have significant traffic and infrastructure network effects and be contrary to a number of Strategic Direction Chapter policies.

<b>Property and submission information</b>	
Further Submitters	<b>Submission 141.3</b> FS1340.62 - Queenstown Airport Corporation – supports in part/opposed in part
Land area/request referred to as	58 to 106 McBride Street
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	Commercial
Supporting technical Information or reports	None
Legal Description	Multiple properties (see map in following table)
Area	15,497.6 m <sup>2</sup> (approximated from submission measured from QLDC GIS).
QLDC Property ID	Multiple properties see below
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

### Aerial Photograph of the site



Subject sites (blue line, approximated from submission)

- 5.3** The subject site is zoned LDR in the PDP, as shown on PDP Planning Map 33. Williams (141) supports planning map 33 as it relates to the submitter's property in regards to Plan Change 35, but also requests that properties located at 58-106 McBride St are rezoned to a form of commercial zoning.
- 5.4** The submitter contends that some form of light commercial zoning may be appropriate and notes that commercial tenants would likely be less affected than residential tenants from aircraft noise. The submission does not identify what PDP commercial zoning is most appropriate and does not contain any analysis of the potential effects of rezoning this land.
- 5.5** The further submission from QAC is that they remain neutral with respect to the rezoning of the area to BMUZ or LSCZ provided it does not result in the intensification of ASAN in the area.
- 5.6** Ms Banks considers that taking into consideration the existing traffic and parking issues, rezoning to allow commercial activities will likely have a negative effect on the road network and therefore opposes the rezoning from a traffic perspective.

## Analysis

- 5.7** Options for 'commercial' or 'light commercial' in this location include LSCZ and BMUZ.
- 5.8** I have concerns that intensification of 'commercial' or 'light commercial' development in this area afforded by either the LSCZ or BMUZ would have a negative impact on the residential amenity of McBride Street. In particular, I note that BMUZ provides for buildings up to 12m as a permitted activity, and 12-20m as a restricted discretionary activity, and 75% site coverage as a permitted activity. The LSCZ provides for 75% site coverage and 10m building height. This represents a potentially significant shift from the underlying and surrounding development afforded under the LDRZ (40% site coverage and 8m height), and in my opinion would have adverse effects on residential amenity, in particular on those properties on the western side of McBride Street. In this location the effects from the increased building height will be exacerbated by the elevation of the subject sites above those on the opposite side of the road.
- 5.9** I also note the deep road setbacks of current development are required by the notified LDR rules. The submission lacks support from an urban design perspective addressing how a LSCZ or BMUZ may unfold on the site, and any particular design requirements that could mitigate effects. I note Policy 16.2.2.2 of the BMUZ which is to: *Require development close to residential zones to provide suitable screening to mitigate adverse visual effects, loss of privacy, and minimise overlooking and shading effects to residential neighbours.* I consider that intensification of the subject sites may not be consistent with this policy in terms of ability to provide screening given the elevation of the eastern side of McBride Street.
- 5.10** The subject sites are also in close proximity to the LSCZ at the Frankton roundabout. Rezoning to LSCZ would result in a large area of LSCZ that does not meet the purpose of this zone, which is to enable small scale commercial and business activities in discrete pockets of land that are accessible to residential areas and people in transit. The zone seeks to reduce the necessity for people to travel



longer distances to town centres to purchase convenience goods and access services.

- 5.11** In my opinion, extending the existing LSCZ along Frankton Road to include the subject sites and wider area would create a large area of LSCZ which is at odds with this purpose.
- 5.12** Therefore, I do not consider additional LSCZ, particularly of the size proposed by this submission and the two other McBride Street submissions (discussed below) to be appropriate without further justification of the demand for additional commercial land at Frankton, or an analysis of the costs and benefits of the rezoning under s32 of the RMA. I note also Mr Heath's evidence that there is sufficient commercial land to meet projected commercial land demand requirements over the next 20 years, and therefore rezoning this land is not required with respect to commercial land capacity.<sup>12</sup>
- 5.13** The rezoning also has the potential to be contrary to a number of policies in the Strategic Direction chapter, which aim at avoiding additional commercial zoning that may undermine existing commercial areas at Frankton and Queenstown. For example, Policy 3.2.1.2.3 of the Strategic Direction Chapter, which is to *"Avoid future additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area"*.
- 5.14** Similarly, Policy 3.2.1.1.2 to *"Avoid commercial rezoning that could fundamentally undermine the role of the Queenstown and Wanaka central business areas town centres as the primary focus for the District's economic activity"* and Policy 3.2.1.3A.1 to *"Avoid commercial rezoning that would fundamentally undermine the key local service and employment function role that the larger urban centres outside Queenstown, and Wanaka central business areas and Frankton fulfil"*. Given Mr Heath's evidence that there is sufficient commercial zoned land, the submitter's proposal has the potential to be contrary to these policies.

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<sup>12</sup> Statement of evidence of Mr Tim Heath dated 23 May 2017

- 5.15** With respect to locating additional ASAN in this area, either BMUZ or LSCZ could result in intensification of ASAN, as both zones provide for residential and visitor accommodation activities, and the increased site coverage and height afforded under these zones could be used for ASAN. This could result in development that is contrary to Policy 4.2.6.1 of Chapter 4, Urban Development, which is *To protect the airport from reverse sensitivity effects of Activity Sensitive to Aircraft Noise via a range of zoning methods, including where appropriate the use of prohibited activity status*. No analysis is provided in the submission of the effects of potential for ASAN in a commercial zone.
- 5.16** In combination with potential effects on residential amenity from increases to bulk, location and type of activities in the commercial zones, effects from increased traffic will also have a detrimental effect in this residential area, with respect to traffic congestion and parking, as discussed by Ms Banks.
- 5.17** Overall, I recommend the rezoning request is rejected.

**BRETT GIDDENS – 828**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The notified PDP LDR zone will provide efficient use of land, reflects the majority of established activities located on the subject sites and will maintain residential amenity of the Frankton residential area. Rezoning the area to commercial could have significant traffic and infrastructure network effects and be contrary to a number of Strategic Direction Chapter policies.

<b>Property and submission information</b>	
Further Submitters	FS1077.72 - Board of Airline Representatives of New Zealand (BARNZ) - oppose FS1340.153 - Queenstown Airport Corporation – not stated
Land area/request referred to as	Land bound by McBride Street, Birse Street, Grey

	Street and State Highway 6
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	Local Shopping Centre Zone or as a secondary option, a more appropriate higher density zone such as: <ul style="list-style-type: none"> <li>•High Density Residential;</li> <li>•Medium Density Residential; or</li> <li>•Another zone or amended zone that will achieve the outcomes sought in the submission.</li> </ul>
Supporting technical Information or reports	None
Legal Description	Multiple properties (see map below)
Area	18,617m <sup>2</sup> (approximated from the submission, measured from QLDC GIS)
QLDC Property ID	Multiple properties (see map below)
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

### Summary of Council assessments and recommendations

Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

### Aerial Photograph of the site



Subject sites (blue line, approximated from submission)

- 5.18** The subject site is notified LDR in the PDP, as shown on PDP Planning Map 33.
- 5.19** B Giddens has sought to rezone the land bound by McBride Street, Birse Street, Grey Street and State Highway 6 from LDR to LSCZ or as a secondary option, a more appropriate higher density zone such as HDRZ; MDRZ; or another zone or amended zone that will achieve the outcomes sought in the submission. The proposed rezoning to HDRZ or MDRZ has been assessed by Ms Kim Banks as Part of the Group 1B assessment.
- 5.20** The submission states that LSCZ would:
- reflect some of the current land uses, provide the opportunity for commensurate growth, enable activities to be undertaken that would complement the surrounding residential area while not detracting from the town centres, introduce activities that are not directly sensitive to airport operations, while being an appropriate location for commercial activity such that effects to the wider area would be minimal.*
- 5.21** The submission goes on to note that the rezoning would also present an opportunity for the Council to potentially enlarge the existing public transport hub at Frankton and that retaining the land as residential would make such an expansion very difficult, if not impossible, which would mean the Council would need to relocate the bus shelter in the future, to cope with growth demands in the area.
- 5.22** The further submission from QAC is that they remain neutral with respect to the submission point requesting rezoning of the area to LSCZ provided it does not result in the intensification of ASAN in the area. I note that LSCZ does provide for residential units and therefore could facilitate an increase in ASAN if these properties were rezoned.
- 5.23** Ms Banks considers that increasing the intensification of development through rezoning to LSCZ will increase the demand for car parks and traffic, and considers the pressure on McBride Street will be

intensified further and will affect through movements and the intersections in the vicinity of the submission site such as Ross Street, Birse Street and Gray Street and its role as an arterial road. Ms Banks and therefore opposes the rezoning from a traffic perspective.

## **Analysis**

- 5.24** With respect to the LSCZ request for these sites, I have concerns that intensification of development in this area afforded by this zone would have a negative impact on the residential amenity of McBride Street, for the same reasons outlined above in relation to submission 141. The rezoning sought could result in the creation of an additional 78 lots, over and above the notified LDRZ.
- 5.25** There are some existing commercial uses in the northern part of the subject site area including a car park and dentist, and the northern part of the site is located across the road from the existing Frankton commercial area. However, rezoning this area would enable and promote further commercial uses.
- 5.26** The submission states a 12m building height would be appropriate and that any resulting effects can be largely contained within the properties, with the adoption of appropriate internal setback requirements and other measures such as landscaping. I note that the permitted height in the LSCZ is 10m, therefore 12m would represent a site specific departure from the LSCZ provisions. The other mitigation measures described in the submission include setbacks and landscaping, however no planning provisions have been provided for assessment. In this case, I consider that potential effects of commercial development in this locality would be better assessed and managed through the resource consent process and development specific conditions. I note that in the LDRZ anything over 100m<sup>2</sup> gross floor area would be assessed as a non-complying activity pursuant to Rule 7.4.6 and need to pass the section 104D gateway test.

- 5.27** With regard to the submitter's comments that the rezoning could assist with the expansion of the transport hub at Frankton and the comment that it may be impossible if the land remains under residential zoning, I note that if the Council or NZTA required the subject sites for a transport hub, then the zoning is not of particular concern as either entity could designate the site. In a designation process the territorial authority would need to have particular regard to the zoning framework, but this does not mean the underlying zoning would be better as commercial.
- 5.28** Further to this, I understand that Council and NZTA are liaising regarding this area and at this point the submitter's sites are not being considered for the transport hub.
- 5.29** Traffic and parking congestion is already occurring in the vicinity of the site, particularly around the Frankton roundabout and I am wary of supporting any rezoning that has the potential to exacerbate this issue. As outlined by Ms Banks, the intensification has potential to increase the demand for car parks and traffic, and intensify pressure on McBride Street, as well affecting through movements and local intersections.
- 5.30** Similar to my assessment above for 141, I hold the same opinion with regard to B Giddens' submission and ability of the rezoning request to meet the purpose of the LSCZ to enable small scale commercial and business activities in discrete pockets of land that are accessible to residential areas and people in transit, given the size of the sites subject to the rezoning request and the proximity to a zoned LSCZ at Frankton. In particular this rezoning has potential to create tension with Policy 15.2.1.2 which is to *"Ensure that local shopping centres remain at a small scale that does not undermine the role and function of town centres"* given the proximity to the existing LSCZ at Frankton, and evidence that there is sufficient supply of commercial land.

**5.31** For the same reasons as outlined above, the proposed rezoning has the potential to conflict with Policy 4.2.6.1 of Chapter 4, Urban Development, in relation to the LSCZ providing for residential activities.

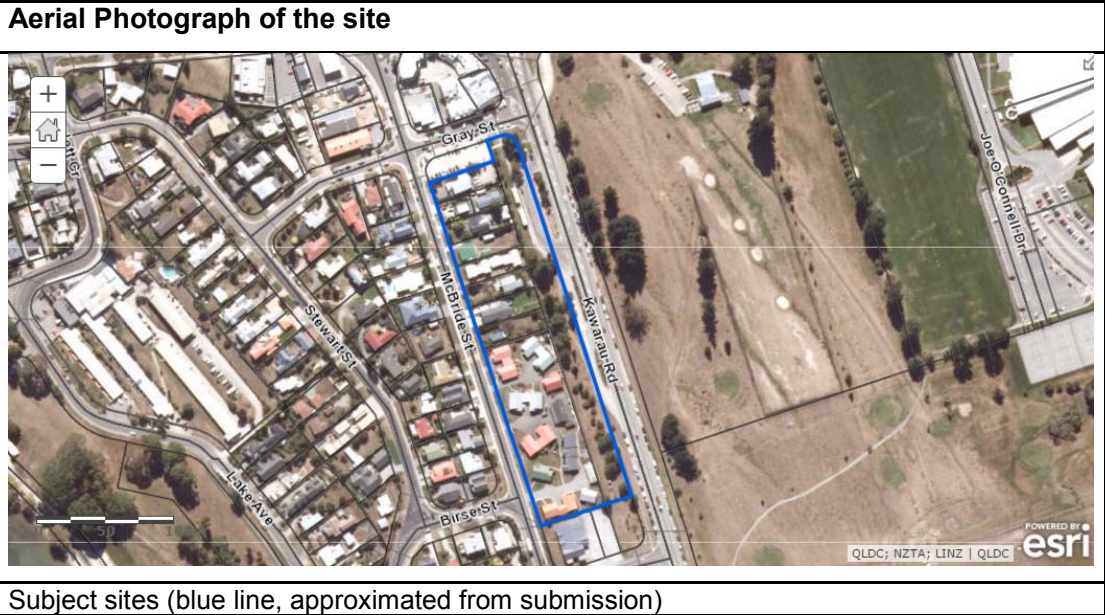
**5.32** Overall, I recommend the rezoning request is rejected.

**C & S HANSEN – 840**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The notified PDP LDR zone will provide efficient use of land, reflects established activities located on the majority of the subject sites and will maintain residential amenity of the Frankton residential area. Rezoning the area to commercial could have significant traffic and infrastructure network effects.

<b>Property and submission information</b>	
Further Submitters	<b>Submission 840.2</b> FS1340.159 - Queenstown Airport Corporation – neutral <b>Submission 840.3</b> FS1340.160 Queenstown Airport Corporation
Land area/request referred to as	Shown in Attachment A of submission
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	LSCZ
Supporting technical Information or reports	No
Legal Description	Lot 1 DP 43449, Section 4 Blk XX TN OF Frankton and Sections 2- 11, 13 & 14 Blk XX TN OF Frankton (source submission)
Area	2410 (approximated from the submission).
QLDC Property ID	4,803, 28,520, 28,521, 4,801
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

Summary of Council assessments and recommendations	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed



- 5.33** C and S Hansen seek that notified LDR is zoned LSCZ.
- 5.34** The submitter considers that the Council has failed to take into account the changing nature of uses along McBride Street. The submission notes that the level of residential amenity has been significantly diminished and that commercial creep compromises the integrity of the LDR.
- 5.35** The further submission from QAC is that they remain neutral with respect to the rezoning of the area to LSCZ provided it does not result in the intensification of ASAN in the area.
- 5.36** Ms Banks opposes the rezoning request from a traffic perspective due to existing traffic and parking conditions in the area, particularly on McBride Street. Ms Banks acknowledges that business activities currently operate onsite but considers LSCZ would enable more activities on site that would attract more parking demands and traffic that will exacerbate the current situation.



## **Analysis**

- 5.37** Similar to my assessment above of submissions from Williams (141) and Giddens (828), while acknowledging that the sites subject to this submission (840) do contain some commercial uses and are closer to the existing LSCZ at Frankton, due to potential effects of development of the LSCZ zones on surrounding residential amenity and traffic, I do not consider the LSCZ to be appropriate in this location.
- 5.38** With respect to the LSCZ request for these sites, I have concerns that intensification of development in this area that would be afforded by this zone would have a negative impact on the residential amenity of McBride Street, for the reasons outlined above in relation to submission 141, and in relation to submission 828.
- 5.39** While a smaller area of land is sought to be rezoned in comparison with the two other rezoning submissions in the McBride Street area, the proposed rezoning is still an expansion to an existing LSCZ that has the potential to be inconsistent (albeit to a lesser extent than the other submission sites) with Policy 15.2.1.2 to *"Ensure that local shopping centres remain at a small scale that does not undermine the role and function of town centres"*. Particularly given the evidence of Mr Heath that there is sufficient supply of commercial land.
- 5.40** As mentioned in my assessment of submission 828, any rezoning has the potential to increase the already problematic traffic and parking congestion in the vicinity of the Frankton roundabout. As outlined by Ms Banks, the intensification has potential to exacerbate the current situation.
- 5.41** Overall, I recommend the rezoning request is rejected.

## **6. FRANKTON MARINA / FRANKTON ROAD**

- 6.1** Two submissions have been received on the Frankton Marina / Sugar Lane area (16 and 125) and one for 846 Frankton Road (312). I have

assessed submissions 16 and 125 as a group in the summary tables and paragraphs below as they relate to the same area.

**DS EE PROPERTIES LIMITED – 16 AND KENNETH MUIR – 125**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	Either commercial option (LSCZ or BMUZ) has potential to compromise the strategic direction of commercial zoning in Frankton and create adverse traffic effects.

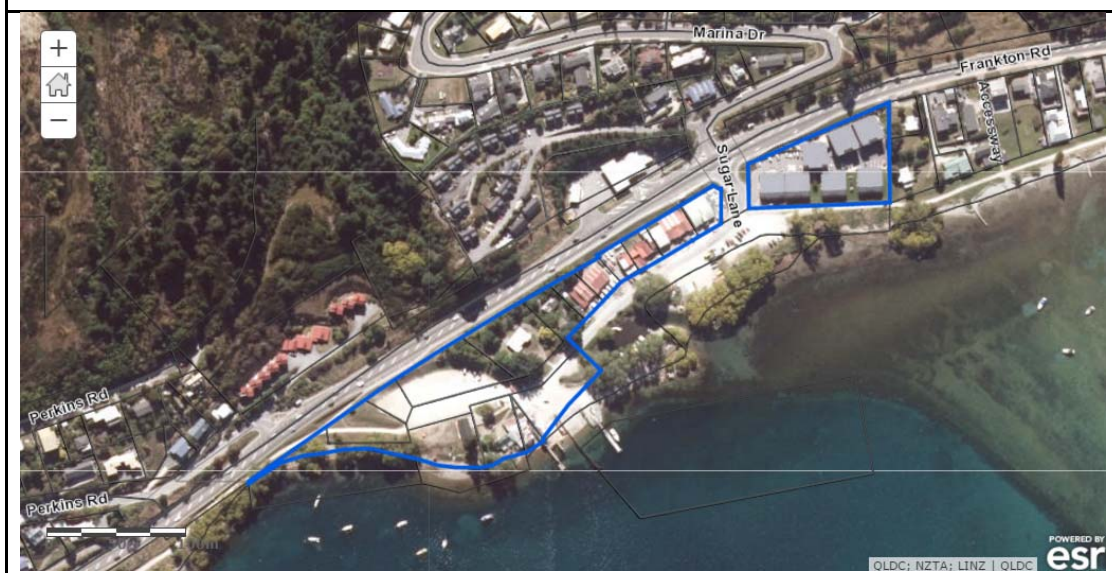
<b>Property and submission information – submissions 16 and 125</b>	
Further Submitters (16)	FS1214.2 - Z-Energy Ltd - support FS1340.51 - Queenstown Airport Corporation – oppose
Further Submitters (125)	<b>Submission 125.1</b> FS1214.3 - Z-Energy Ltd – support FS1340.56 - Queenstown Airport Corporation – oppose <b>Submission 125.2</b> FS1214.4 - Z-Energy Ltd – support FS1340.57 - Queenstown Airport Corporation - oppose
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	Commercial (submission 16) Business Mixed Use (submission 125)
Supporting technical Information or reports	None
Legal Description	Several properties (see aerial below)
Area	23.241m <sup>2</sup> – (approximated from the submission and measured from QLDC GIS).

QLDC Property ID	Several properties
QLDC Hazard Register	Return period Flooding rainfall Alluvial Fan (Regional scale) Active, Composite Liquefaction Risk: Probably Low (T&T 2012) Liquefaction Risk: Possibly Moderate (T&T 2012)

### Summary of Council assessments and recommendations

Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

### Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

### De Se Properties (16)

- 6.2** De Se Properties (16) seeks to change the notified LDR in the Sugar Lane area (on planning map 33) to a commercial zoning.
- 6.3** This submission is supported by Z-Energy (FS1214) who has a similar rezoning request for the petrol station on Frankton Road and nearby to Sugar Lane, and opposed by QAC who state that they are concerned with rezonings that will result in intensification of ASAN establishing in close proximity to Queenstown Airport.
- 6.4** No specific zone is proposed in the submission, only 'commercial'. In this area that leaves two options – LSCZ and BMUZ. The submission

is very brief and does not contain any analysis of the potential effects of rezoning this land, noting only that Sugar Lane should be commercial, with the reasoning appearing to be based on existing land uses in this area.

**Kenneth Muir (125)**

**6.5** Kenneth Muir seeks to rezone Sugar Lane from notified LDRZ to BMUZ.

**6.6** This submission is also supported by Z-Energy (FS1214) who has a similar rezoning request for the petrol station on Frankton Road and nearby to Sugar Lane, which is opposed by QAC, who state that they are concerned with any rezoning that will result in intensification of ASAN establishing in close proximity to Queenstown Airport.

**6.7** Similar to submission 16 for this area, the submission is very brief and does not contain any analysis of the potential effects of rezoning this land or any analysis of the demand for this land, noting only that the submitter supports the BMUZ proposal, stating that it is the ideal zoning to allow the Sugar Lane area to become a vibrant development in support of a new marina.

**6.8** Existing land uses in the Sugar Lane area are mixed. Activities include boat related commercial/ industrial uses (sheds for various commercial jetboat operators), offices (professional services and the harbourmaster), the Mantra apartments (on the eastern side of Sugar Lane), residential, a historic cottage, a Scout hall, the Pier Restaurant and boat parking. I am also aware that there is an existing consent at Frankton Marina (RM 140061), but the consent is not yet implemented. This consent includes approval to establish and operate a 195 berth marina, with associated wave attenuator (breakwater), ancillary commercial buildings, carparking, public open space, landscaping and earthworks. Designation 165 also covers part of this area (Frankton Marina Local Purpose Reserve).

**6.9** Current land uses are shown in the aerial below:



**6.10** While I acknowledge that the Sugar Lane area does not exhibit LDR characteristics, I do not consider that either of the commercial zone options are more appropriate than the notified LDR. Both options would provide for significant intensification and different land uses compared to those that operate in this area currently, and do not reflect the broad mix of existing land uses and planned future role (secured via resource consent) servicing and complementing a significant marina and water transport hub.

### Infrastructure

**6.11** Mr Glasner does not oppose the rezoning from an infrastructure perspective because the rezoning would result in a minor increase in load/demand that can efficiently be incorporated into upgrades required to service the PDP zoning adjacent to this area. Mr Glasner notes that connections would be at the developer's cost and if the area is rezoned, the timeframe of when it could be developed will depend on the related Long Term Plan projects.

## **Traffic**

**6.12** Ms Banks is concerned about the impact the proposed rezoning will have on the operation of the Sugar Lane / State Highway 6 intersection. In particular Ms Banks notes that:

- (a) long delays and queues will be created as a result of the increased traffic movements from intensifying the site;
- (b) this creates a safety issue with drivers risking shorter gaps in the State Highway traffic;
- (c) right turn movements out of Sugar Lane need to be prioritised with right turn movements out of Marina Drive; and
- (d) an increase in trips from the rezoning will also increase movements into Sugar Lane and as the right turn bay from the highway to Sugar Lane only allows up to three cars to queue. If the number of vehicles waiting to turn right into Sugar Lane exceeds three, then this will block the through movement on the State Highway. Ms Banks does not consider this is acceptable.

**6.13** Ms Banks therefore opposes the rezoning proposals from a traffic perspective. Ms Banks suggests some options for mitigating the potential increase in traffic including reducing the size of the rezoning area or upgrades to the intersection.

## **Analysis**

**6.14** Zoning of this area is challenging. I agree with the indication from the submitter that the LDR is not reflective of the existing land uses. But equally I do not consider that either PDP commercial zone options are a good fit, based on existing land uses and the potential for intensification that would be afforded under either zone, which would be significant in the case of BMUZ. In particular BMUZ would provide for buildings up to 12m as a permitted activity, and 20m as restricted discretionary, which could adversely affect the character of Frankton

Road at this location, including views from Frankton Road to Lake Wakatipu.

- 6.15** The Sugar Lane area contains a broad range of uses, as well as a large gravel car park. Given the existing environment, resource consents for further commercial development would not necessarily be obstructed by the LDRZ zoning. A resource consent process will allow further development to be assessed and conditioned as appropriate on a case by case basis, albeit as a non-complying activity for commercial activities over 100m<sup>2</sup> gross floor area.
- 6.16** As I have discussed throughout this report the implementation of BMUZ or LSCZ in this location creates tension with a number of the Strategic Direction policies. Of relevance to this submission is Policy 3.2.1.2.3 that seeks to "*Avoid future additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area*". Rezoning the Sugar Lane area to commercial may affect the Frankton commercial area.
- 6.17** The existing land uses do not align with the purpose of the notified LDRZ which is to provide for traditional suburban densities and housing forms, and where commercial activities are generally discouraged.
- 6.18** In my opinion some form of marine based commercial zone, or a structure plan or outline development plan that considers the future development of the Sugar Lane area as a whole would be beneficial, to ensure that this area can be redeveloped holistically and all environmental effects carefully considered. In the absence of any such appropriate commercial zone, or any detailed submission with a thorough section 32 analysis that weighs the costs and benefits, I cannot recommend that this site be rezoned.
- 6.19** I also note Strategic Direction chapter Policy 3.2.1.2.3 of the Strategic Direction Chapter, which is to *Avoid future additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing*

*integration between the nodes in the area.* This is relevant to this site which is in relatively close proximity to Frankton. As I have mentioned previously in this report, the evidence of Mr Heath is that there is sufficient capacity in current PDP commercial zones to meet demand. Therefore rezoning to a commercial zone may result in conflict with this policy.

**6.20** Overall, I recommend both these rezoning requests are rejected.

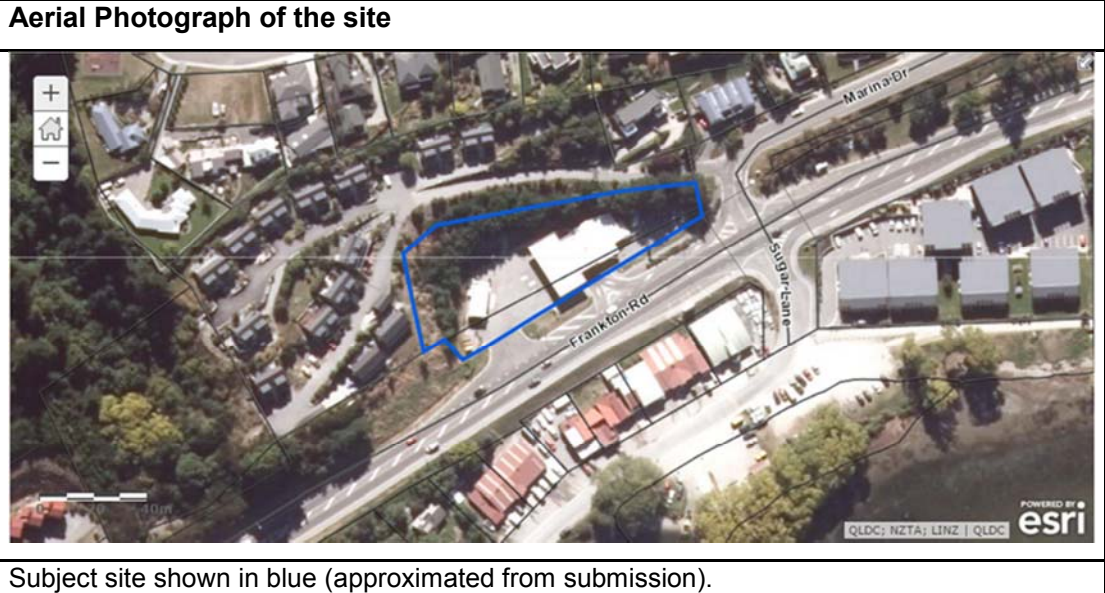
### Z ENERGY LIMITED – 312

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	LSCZ has potential to be contrary to the policy direction provided by Chapter 3 (Strategic Direction) and any intensification may result in adverse traffic effects.

<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	846 Frankton Road
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	LSCZ or MDR or HDR, or as consistent with any rezoning of the existing commercial properties along Sugar Lane and opposite the site.
Supporting technical Information or reports	None
Legal Description	LOT 1 DP 21015 SEC 1 SO 22923 BLK XXI SHOTOVER SD
Area	3,700m <sup>2</sup> (approximated from submission) Calculated on QLDC GIS
QLDC Property ID	5,524, 5,525
QLDC Hazard Register	Alluvial Fan (Regional scale) Active, Composite Potentially contaminated site Liquefaction Risk: Probably Low (T&T 2012)



Summary of Council assessments and recommendations	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed



**6.21** The submitter seeks that the notified LDR at 846 Frankton Road be rezoned to LSCZ or MDRZ or HDRZ, or as consistent with any rezoning of the existing commercial properties along Sugar Lane and opposite the site. The submitter considers that the land would be appropriate for business or higher intensity residential purposes. The proposed rezoning to MDRZ or HDRZ has been assessed by Ms Kim Banks as part of the Group 1B assessment.

**6.22** The site contains a Z Energy service station. I also note that the land is identified as potentially contaminated under the hazards register, which is likely a result of the service station on the site. The submission does not contain any supporting analysis of the appropriateness of a LSCZ or a higher density residential zone at this site. Given the existing traffic on Frankton Road, a traffic and transport analysis would be required before any intensification of zoning can be properly assessed.

**6.23** Similar to my discussion in relation to the Sugar Lane submissions, while I acknowledge that this site does not currently exhibit LDRZ characteristics, I do not consider that LSCZ is more appropriate

based on the information provided with the submission. Rezoning to LSCZ could result in a potential yield of 20 lots based on 120m<sup>2</sup> per lot, with the ability for further development above the first floor as building heights of up to 10m can be achieved in this zone as a permitted standard.

### **Infrastructure**

- 6.24** Mr Glasner does not oppose the rezoning to either LSCZ or a higher density residential zone from an infrastructure perspective noting this is a minor increase in load/demand that can efficiently be incorporated into upgrades required to service the PDP zoning adjacent to this area. Again Mr Glasner notes that all connections would be at the developer's cost.

### **Traffic**

- 6.25** Ms Banks notes that the site is in close proximity to the Sugar Lane / Marina Drive intersection and that turning movements into and out of these side roads are currently challenging due to the high traffic volumes along the State Highway. Ms Banks therefore opposes any rezoning that would facilitate further development on the site from a traffic perspective.

### **Analysis**

- 6.26** As with the Sugar Lane sites, zoning of this area is challenging. I agree with the submitter that the existing activities on the site are inconsistent with the intent of the LDRZ objectives and policies.
- 6.27** However, this is a consented development that was assessed and conditioned on its merits, against the district plan at the time. Implementing a LSCZ at this site could result in significant intensification additional to that which currently exists and which the LDRZ provides for – in the order of 20 lots. The submission does not contain any analysis of the potential adverse effects on the immediate and wider environment from such intensification or the costs and benefits in terms of s32.

- 6.28** I note that returning the site to residential use will need to address the potential contamination on the site. In this regard, I consider investigating another zone which facilitates land use which is less sensitive to site contamination has merit.
- 6.29** Nonetheless, given the assessment completed by Ms Banks, that from a transport perspective any further development on the site utilising the existing accesses will compromise the safety of road users, I do not support rezoning the site to LSCZ which would facilitate intensification and additional trip generation on the site.
- 6.30** As with the other business zone rezoning requests in the vicinity of the Frankton area I note Strategic Direction chapter Policy 3.2.1.2.3 of the Strategic Direction Chapter, which is to *Avoid future additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area.* This is relevant to this site which is in relatively close proximity to Frankton and such a rezoning may result in conflict with this policy.
- 6.31** If the Council was to reconsider the Sugar Lane area for some form of marina based commercial zone, I think there is benefit in including the Z Energy site in this review.
- 6.32** Overall, I recommend the rezoning request is rejected.

## **7. GLENDA DRIVE**

- 7.1** Four submissions<sup>13</sup> have been received for sites in the Glenda Drive area.

### **SCHIST HOLDINGS LIMITED AND BNZL PROPERTIES LIMITED – 488**

<b>Overall Recommendation</b>	
Recommendation	Reject

<sup>13</sup> Schist Holdings Limited and Bnzl Properties Limited (488), Fletcher Distribution Ltd and Mico New Zealand Ltd (344), Reavers NZ Limited (720) and Avimore Corporation Ltd (418)

Summary	BMUZ will facilitate a level of intensification that is not supported by detailed analysis, is inconsistent with the surrounding area, and does not address the potential for ASAN which are provided for in the BMUZ to be appropriately addressed where they could be located within the OCB and ANB.
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<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 488.1</b> FS1340.116 - Queenstown Airport Corporation - oppose</p> <p><b>Submission 488.3</b> FS1340.29 - Queenstown Airport Corporation - oppose</p>
Land area/request referred to as	Valuation numbers 2910225704 and 2910225708 on Glenda Drive
PDP Zone and Mapping annotations	Rural Industrial (A) Queenstown Airport Air Noise Boundary (Ldn65) UGB ONL
Zone requested and mapping annotations	BMUZ and consider extending such zonings to other properties along Glenda Drive.
Supporting technical Information or reports	None
Legal Description	LOT 1 DP 391483 and LOT 2 DP 391483 SEC 47 SO 459748, LOT 2 DP 391483 SEC 47 SO 459748
Area	9629m <sup>2</sup> (approximated from submission)
QLDC Property ID	29,198, 29,198, 23,304
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

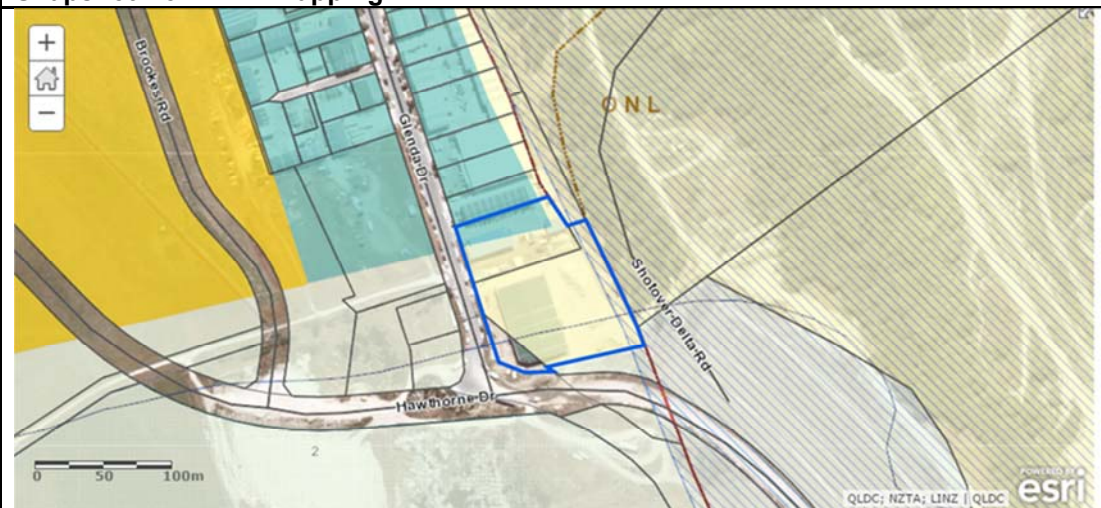
<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed
Landscape	Opposed

### Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

### Snapshot from PDP mapping



Subject site shown in blue (approximated from submission).

**7.2** The subject site has been partly notified in Stage 1, as Rural (refer planning map 31A). The ODP zoning of the other part of the site is Industrial A. The BNZL site at the southern end of Glenda Drive is entirely Rural, and the Schist Holdings site directly adjoining it is half Rural and half Industrial A (Operative).

**7.3** The Schist Holdings and BNZL submission opposes the Industrial zoning of two properties located on the eastern side of Glenda Drive, towards the southern end of Glenda Drive. I note that the submitter only opposes the industrial zoning, and therefore may not have been aware that part of the submission site is Rural Zone.

- 7.4** A further submission from QAC opposes the rezoning as the BMUZ currently contains no provisions relating to the management of ASAN. They note that rezoning would therefore allow a level of development that is not currently provided under the ODP, which the submitter considers inappropriate and inconsistent with the land use management regime established under PC35.
- 7.5** I appreciate that part of the site has not been notified in Stage 1 (the part zoned Industrial A). Council's approach (based on case law) to submissions on land that has not been notified with a proposed PDP zone in Stage 1 is that such submissions are not "on" Stage 1 land.
- 7.6** However, in these particular circumstances the legal advice is that it is justifiable to make an exception from that approach and to consider all of this land, including the half of the Schist site that is Industrial A (Operative), as this is a situation where a practical case by case consideration is warranted. I understand this will also be addressed in legal submissions.

### **Infrastructure**

- 7.7** Mr Glasner does not oppose the rezoning from an infrastructure perspective noting this is a minor increase in load/demand and can efficiently be incorporated into upgrades required to service the PDP zoning adjacent to this area and all connections would be at the developer's cost.

### **Traffic**

- 7.8** Ms Banks has only assessed the request by the submitter adding a new standard for building height for Glenda Drive to the BMUZ provisions. The request is for the inclusion of maximum building height in Glenda Drive for up to 8m for permitted activities and up to 10m for restricted discretionary activities. Ms Banks' opinion is that as the proposed change would reduce building height for the BMUZ, she does not oppose the request from a transport perspective as the

development potential would be reduced and traffic effects may be reduced.

## **Landscape**

- 7.9** Dr Read opposes the rezoning to BMUZ from a landscape perspective as it will facilitate a scale of buildings that are out of step with the area and low scale buildings afforded by the notified and existing zones, and will detract from the amenity of the townscape. Dr Read considers that a strip of land between the submitters' sites and the river terrace should remain rural to mitigate effects of development on visual amenity enjoyed from public and private locations on the eastern side of the river.

## **Analysis**

- 7.10** I consider the proposal to rezone as BMUZ would result in a level of intensification and provision for residential development that is inconsistent with the majority of the Glenda Drive industrial area. I also consider that applying the BMUZ provisions to a small section of land that is part of a wider industrial area and contains industrial uses, to be an inconsistent zoning approach.
- 7.11** I agree with the further submission of QAC that the rezoning proposal does not consider ASAN that are facilitated by the BMUZ and the management of ASAN has not been addressed by the submission. Under the Rural PDP zone ASAN are prohibited within the OCB.
- 7.12** I note that the sites do not exhibit rural character and it may therefore be appropriate to consider extending the industrial zone to the end of Glenda Drive (excluding the area closest to the edge of the terrace as outlined by Dr Read) to reflect the balance of Glenda Drive and the industrial activities on the site. This could occur when the industrial zones are reviewed as part of the PDP development. I discuss this option further in relation to other submissions seeking an industrial zoning, later in section 7.

7.13 Overall, I recommend the rezoning request is rejected.

**FLETCHER DISTRIBUTION LTD AND MICO NEW ZEALAND LTD – 344**

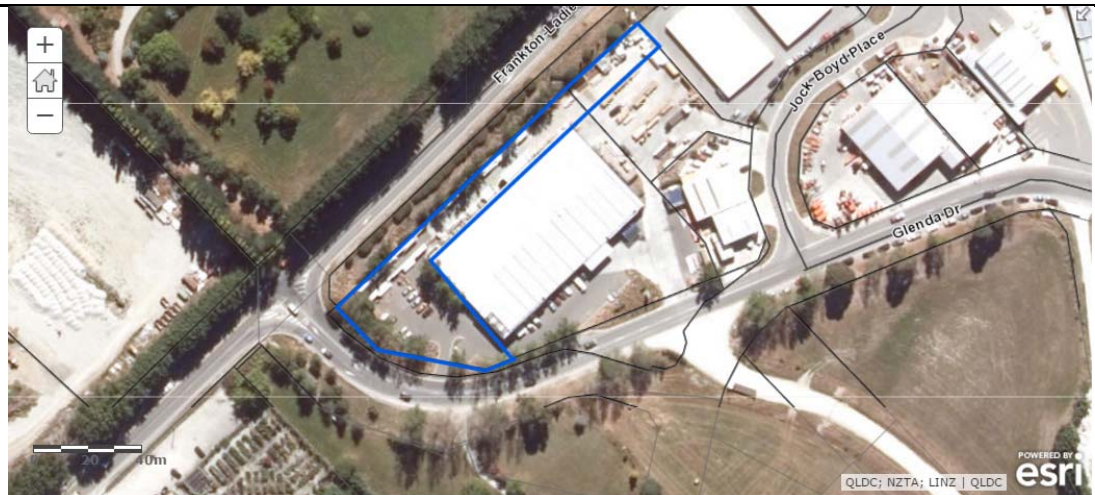
<b>Overall Recommendation</b>	
Recommendation	Accept in part
Summary	The rezoning request has merit as industrial zoning would be more aligned with surrounding zones and existing land uses, but needs to be addressed by way of a variation to the PDP as the industrial zones have not yet been notified. This could occur when the industrial provisions are notified.

<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	Frankton Placemakers site
PDP Zone and Mapping annotations	Rural
Zone requested and mapping annotations	Industrial A (ODP zone)
Supporting technical Information or reports	Attachment B: Amendment sought to planning map 31a
Legal Description	LOT 1 DP 333539, SEC 1 SO 495820
Area	2441m <sup>2</sup> (approximated from the submission)
QLDC Property ID	19,703, 54,160
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed
Landscape	Not opposed

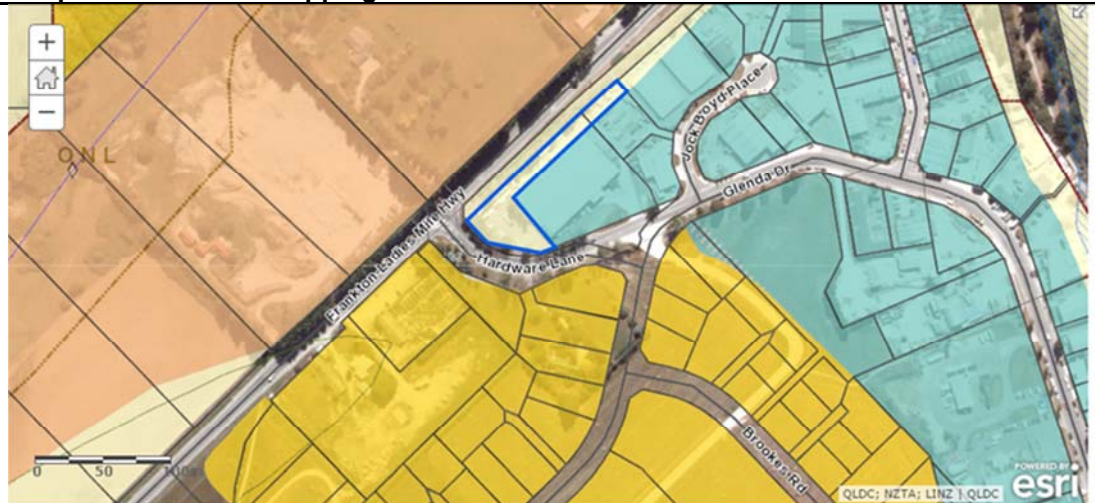


### Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

### Snapshot from PDP mapping



Subject site shown in blue (approximated from submission).

Cream – Rural

Light blue – Industrial A (ODP zone)

**7.14** Fletcher Distribution Ltd and Mico New Zealand Ltd seek that the Rural portion of the Frankton Placemakers site be rezoned to (ODP) Industrial A (on Planning Map 31).

**7.15** The subject site is currently used as the car park for Placemakers. The Placemakers building itself is on land zoned Industrial A, which is an ODP zone and has not been notified in Stage 1. It appears that the Rural zoning for the subject site was rolled over from the ODP and I understand it was originally in place to provide a buffer between the rural landscape and the industrial area. As mentioned by Dr

Read, this locality has changed significantly in recent years, particularly with the creation of the Frankton Flats Zone. Dr Read considers that a buffer zoning is no longer needed.

## **Analysis**

- 7.16** As noted above, I consider the most appropriate zone for this site to be an industrial zone, not Rural as notified in the PDP. Experts have assessed the request, including Dr Read (landscape), Ms Banks (transport) and Mr Glasner (infrastructure) and do not oppose the rezoning.
- 7.17** I consider the land use and environment of the site does not achieve consistency with the objectives and policies of the Rural Zone, and is unlikely to do so in the future, given the current land use, location within an industrial area, and general lack of rural attributes. Whilst the zoning of the subject site is Rural, the site is located adjacent to the (ODP) Industrial A zone and appears physically part of the industrial zoned area.
- 7.18** For these reasons, my opinion is that a more appropriate zoning for this site is an industrial zone. However, as the industrial provisions have not yet been reviewed or notified, I recommend that this land be notified in a later stage, alongside the reviewed Industrial A zone provisions (or similar), by way of a variation. Otherwise the outcome may be a bespoke Industrial A framework that only applies to the carpark area, and reviewed Industrial A provisions that apply to the PlaceMakers portion of the site. I have therefore accepted the submission in part.
- 7.19** I note that the submitter will need to review this zoning at the variation stage, as well as the proposed zone provisions applying to the land, which will be up for review as part of subsequent stage of the PDP development.
- 7.20** Overall, I recommend the rezoning request is addressed by way of a variation during Stage 2 of the PDP review.

## REAVERS NZ LIMITED – 720

<b>Overall Recommendation</b>	
Recommendation	Accept in part
Summary	The rezoning request has merit as industrial zoning would be more aligned with surrounding zones and existing land uses, but needs to be addressed by way of a variation to the PDP as the industrial zones have not yet been notified. This could occur when the industrial provisions are notified.

<b>Property and submission information</b>	
Further Submitters	FS1077.60 - Board of Airline Representatives of New Zealand (BARNZ) - oppose
Land area/request referred to as	Shown in Annexure D of submission – Placemakers site and area of stopped road
PDP Zone and Mapping annotations	Cream – rural Transmission corridor Stopped road - no zone (shows as road)
Zone requested and mapping annotations	Industrial
Supporting technical Information or reports	Annexures to submission
Legal Description	SEC 1 SO 495820, LOT 1 DP 333539
Area	6,053m <sup>2</sup> (approximated from submission).
QLDC Property ID	54,160
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

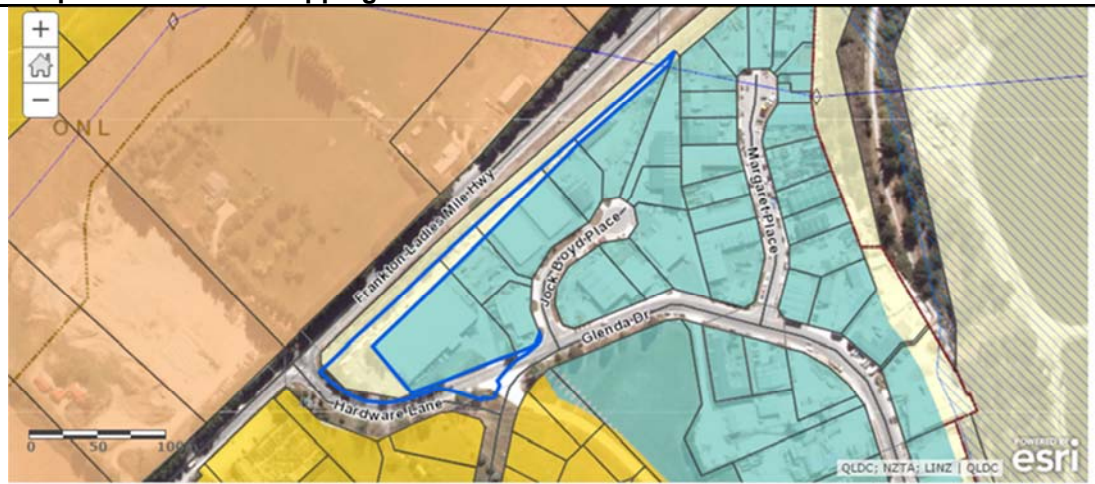
<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed
Landscape	Not opposed

### Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

### Snapshot from PDP mapping



Subject site shown in blue (approximated from submission).

Cream – Rural

Light blue – Industrial A (ODP zone)

**7.21** Reavers NZ Limited has also sought that the rural portion of the Frankton Placemakers site currently being used as a car park for Placemakers is rezoned to Industrial. I refer to my analysis above in relation to submitter Fletcher Distribution Ltd and Mico New Zealand Ltd (344), and adopt that evidence and recommendations here.

**7.22** Reavers NZ Limited also seeks that a further slither of land adjacent to the ODP Industrial A zone, be rezoned to Industrial, as well as the portion of the adjacent stopped road, which the submitter notes the Council is in the process of closing.

## Analysis

- 7.23** For the reasons set out in relation to the Fletcher Distribution and Mico submission (344), in my opinion a more appropriate zoning for the car park area is industrial.
- 7.24** In relation to the additional slither, for the same reasons I consider a more appropriate zoning is Industrial A as this strip of land also appears as part of the industrial area and is no longer required for buffer purposes.
- 7.25** In relation to the adjacent road, on the basis that it is in the process of being stopped, it would not be required for a transport zone, which I understand is being considered as an option for Stage 2. I consider an industrial zoning would be more appropriate once the road is stopped as it will align with the adjoining land and avoid a small pocket of land with an alternative (yet to be decided) zone.
- 7.26** Overall, my opinion is that a more appropriate zoning for this site is an industrial zone. However, as the industrial provisions have not yet been reviewed or notified, I recommend that this land be notified in a later stage, alongside the reviewed Industrial A zone provisions (or similar), by way of a variation. Otherwise the outcome may be a bespoke Industrial A framework that only applies to the carpark area, and reviewed Industrial A provisions that apply to the PlaceMakers portion of the site. I have therefore recommended to accept the submission in part.

## AVIEMORE CORPORATION LTD – 418

Overall Recommendation	
Recommendation	Accept in part
Summary	The rezoning request has merit as industrial zoning would be more aligned with surrounding zones and land uses, but needs to be addressed by way of a variation to the PDP as the industrial zones have not yet been notified. This could occur when the industrial

	provisions are notified.
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<b>Property and submission information</b>	
Further Submitters	FS1117.54 - Remarkables Park Limited - support FS1164.4 - Shotover Park Limited - support FS1340.102 - Queenstown Airport Corporation - support
Land area/request referred to as	Lot 1 DP472825
PDP Zone and Mapping annotations	Airport Mixed Use Queenstown airport noise boundary Ldn 65
Zone requested and mapping annotations	Industrial A
Supporting technical Information or reports	None
Legal Description	Lot 1 DP472825 (recently subdivided, now Lots 1, 2 and 3 DP501603)
Area	Lot 1 – 1173m2 Lot 2 – 2883m2 Lot 3 – 1404m2
QLDC Property ID	49,710
QLDC Hazard Register	Liquefaction risk nil to low

<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed
Landscape	Not opposed

### Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

### Snapshot from PDP mapping



Subject site shown in blue (approximated from submission).

Airport Mixed use zone

- 7.27** The subject site is zoned in the PDP, as shown on PDP Planning Map (Map 31).
- 7.28** The submitter requests notified Airport Mixed Use (**AMU**) (on Planning Map 31a) be rezoned to Industrial A Zone.
- 7.29** The submitter (and the three further submitters) appear to be of the understanding that the notified PDP zone for this site is Rural. However, I have checked the zoning with Council and reviewed planning map 31a and confirmed that the notified zone is AMU.

- 7.30** I understand that the AMU zone was extended in the PDP process to align with existing land holdings and designations held by QAC. A QAC designation was notified (#2) over this land. The status of this designation was assessed in the Stream 7 hearings, where Ms Holden in her s42A report suggested the Panel clarify with QAC whether the designation is required over this site. I have since discussed this with counsel for QAC who has confirmed that QAC's position is that the designation is not required over the submitter's land and can be uplifted from this site.

### **Infrastructure**

- 7.31** Mr Glasner does not oppose the rezoning from an infrastructure perspective because there is only a minor increase in load/demand on the water and wastewater schemes and it can be efficiently be incorporated into upgrades requires to service the PDP zoning adjacent to this area.

### **Traffic**

- 7.1** Ms. Banks has noted concern regarding access to the site given it is located on the corner of the Hawthorne Drive and Glenda Drive intersection, however she notes that this would be addressed at subdivision stage and therefore does not oppose the rezoning extension sought. I note that the site was subdivided late last (RM150784) year into the three lots that make up the subject site and access arrangements have been addressed through that consent, including recommending a condition to ensure that an access, parking and vehicle manoeuvring plan is provided for certification at the time new land use activities are proposed on site.

### **Analysis**

- 7.2** I consider that an industrial zoning is most appropriate for this site given its location at the end of the Glenda Drive industrial area and the lack of rural character attributed to the site and surrounds. However, for the reasons outlined in my assessment of other sites seeking Industrial A, the implementation of an Industrial A zoning



would need to be by way of a variation during a future stage of the PDP review.

## 8. SKYLINE ENTERPRISES LIMITED – 574

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	A site specific bespoke zone is inconsistent with the approach taken in the PDP to avoid site specific zones; the proposed rule framework is too permissive to allow a robust assessment of the types of activities that the sub-zone anticipates; an additional policy could be included in the Rural Zone acknowledging the commercial nature of this part of Ben Lomond Reserve.

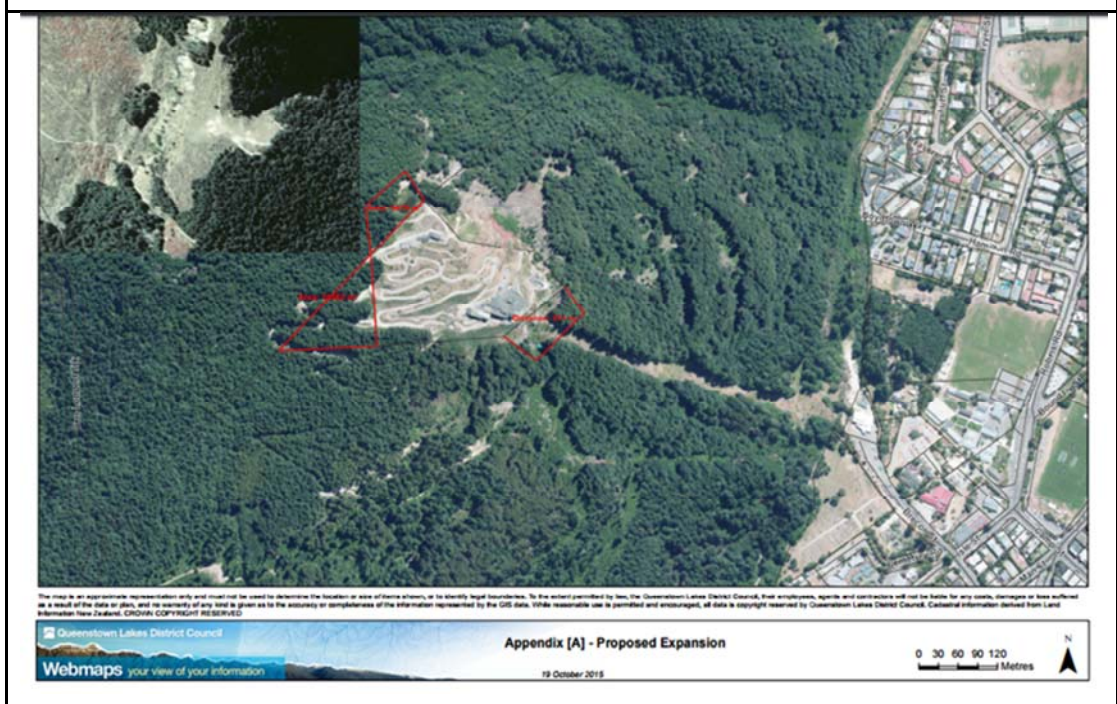
<b>Property and submission information</b>	
Further Submitters	FS1063.23 – Peter Fleming and Others FS1370.1 – ZJV (NZ) Limited
Land area/request referred to as	Various
PDP Zone and Mapping annotations	Rural Queenstown Town Centre
Zone requested and mapping annotations	Commercial Tourism & Recreation Sub-Zone to the areas set out in the submission summary and amendment of the Queenstown Town Centre zone extent and provisions.
Supporting technical Information or reports	Appendices A, B and C show the extent of the proposed subzone, Appendix D contains proposed amendments to the Rural Chapter and Appendix E contains proposed amendments to the Noise Chapter.
Legal Description	SEC 143 SEC 1 SO 22971 BLK XX SHOTOVER SD, SEC 1 SO 24350 SEC 106 PT SECS 105 107 1 09-110 BLK XX SHOTO VER SD, SEC 143 SEC 1 SO 22971 BLK XX SHOTOVER SD
Area	Appendix A of submission 5479m <sup>2</sup> and 10362m <sup>2</sup> Appendix B of submission 0.06km <sup>2</sup> Appendix C of submission: 7702m <sup>2</sup> (sourced from the submission)

QLDC Property ID	6,758, 11,297
QLDC Hazard Register	Appendix C Liquefaction Risk: Probably Low (T&T 2012) Appendix A and B Alluvial Fan (Regional scale) Active, Composite Landslide: Active Pre-existing Schist Debris Landslides Landslide: Dormant Pre-existing Schist Debris Landslides

**Summary of Council assessments and recommendations**

Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed
Landscape	Support in part

**Appendix A : Submission**

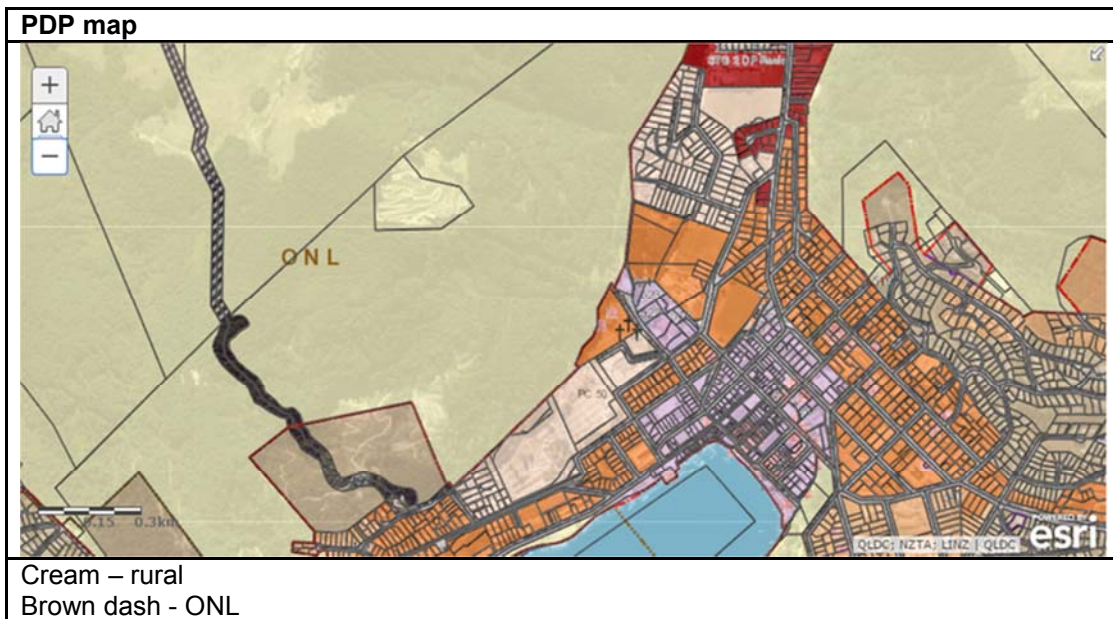


## Appendix B - Submission



## Appendix C: Submission





- 8.1** The subject site is zoned a mix of Queenstown Town Centre and Rural in the PDP, as shown on PDP Planning Map 35.
- 8.2** The submitter operates the Skyline Gondola, restaurant and commercial recreation activities on Bobs Peak and seeks a new Commercial Tourism and Recreation Sub-Zone and associated provisions as outlined in the submission and attachments.
- 8.3** In summary, the submitter has sought the new sub-zone over facilities operated by Skyline including the Gondola cableway corridor and the lower terminal building site and car parking area at the northern end of Brecon Street. They have also sought that the proposed sub-zone expand over a number of other areas currently outside of the Skyline lease areas and identified in the diagrams above (which are sourced from the submission). These areas have been identified by the submitter for various purposes as described in the submission, including existing walkways, the AJ Hackett Bungy site, the existing access road, fire-fighting water supply and potential for new activities of infrastructure, future upgrading of the Gondola, tree clearing, redevelopment of the lower terminal and access, and car parking.
- 8.4** It is my understanding based on discussions with the submitter that since lodging the submission, the areas shown in red in the submission appendices have changed slightly and that the proposed

changes will be introduced through evidence. However without that information available to me at this time, I have assessed the submission based on the information provided with the submission as lodged.

- 8.5** The submission is accompanied by proposed amendments to the Rural Chapter to incorporate rules associated with the sub-zone. I note that no amendments have been proposed by the submitter to the Queenstown Town Centre Zone chapter, but this chapter would also need to be amended to incorporate the sub-zone rules given some of the submission site is over the Town Centre Zone. No supporting reports (for example landscape, traffic, geotechnical) have been provided as part of the submission.
- 8.6** The Rural part of the subject site (Bobs Peak) has an ONL classification.
- 8.7** As noted in the submission, the site is also subject to three designations: 221 for a restaurant, 248 for recreation reserve and 373 for forestry purposes. QLDC is the requiring authority for these three designations. The submitter holds leases for the operation of the Skyline facility and forestry operations.
- 8.8** I am aware that the Skyline facility has a long resource consent history and currently has a direct referral application before the Environment Court, which I understand is for expansion to operations including upgrading the gondola and buildings.
- 8.9** The submission is opposed in full by two further submitters – Peter Fleming and Others (FS1063.23) and ZJV (NZ) Limited (FS1370.1), generally citing lack of information and analysis and that the provisions are too permissive as reasons for opposition.

#### **Amendments to Rural Chapter 21 proposed by the submission**

- 8.10** The submission seeks to incorporate a new objective into the Rural chapter, plus six new policies. The proposed objective is to "enable the future growth, development and use of the Commercial Tourism

and Recreation Sub-Zone, while avoiding, remedying or mitigating adverse effects on the environment".

**8.11** The policies seek:

- (a) to identify the zone on the planning maps and enable its development and use for commercial and commercial and recreation activities that support tourism growth;
- (b) to control visual impacts of development; ensure that development is not highly prominent on the skyline and remains visually subservient to the view of Walter Peak from the north east;
- (c) to provide for gondola access and landscape rehabilitation in the event of conifer removal; and
- (d) a greater maximum building height for the lower terminal area.

**8.12** The submission also sets out a series of rules for development in the sub-zone. I note that the way the proposed amendments have been set out in the submission include a continuation of the 'non-compliance status' column, rather than also utilising an activity status column. From my reading of the submission I expect that the activity status noted in the third column of the table is actually the proposed activity status for the mix of activities proposed, and the non-compliance status for the standards proposed, particularly given that the proposed activity status for some activities is listed as permitted. I have considered the provisions on this basis.

**8.13** The rules provide for buildings as a controlled activity; a maximum height of 10 metres for buildings in the Bobs Peak area and 15 metres for chairlifts in this area, with 17.5 metres maximum height for the lower terminal area (non-compliance status restricted discretionary); chairlifts themselves as a controlled activity; gondolas as a controlled activity; forestry as a controlled activity; commercial activities and commercial activities as permitted activities; and car parks and loading areas in the lower terminal area as permitted activities. For the latter activity, I note that the PDP definition that best fits would be 'parking area'.

## **Infrastructure**

- 8.14** Mr Glasner does not oppose the rezoning from an infrastructure perspective because the developer has made allowance for private infrastructure on site for the additional provision of water and wastewater servicing requirements. Mr Glasner notes that it is assumed the base building will maintain similar loads/demands and all connections would be at the developer's cost.

## **Traffic**

- 8.15** Ms Banks is concerned that the proposed sub-zone will result in greater developments than the notified zoning and is concerned about the lack of information relating to any potential traffic effects and additional traffic generation. Ms Banks also considers that in relation to commercial activities, the rules need to include provision for matters relating to traffic.

## **Landscape**

- 8.16** Dr Read considers the rezoning has merit from a landscape perspective but raises some concerns with the liberalisation of the rules proposed by the submitter. In summary, Dr Read's opinion is that:
- (a) the gondola development should be subject to a similar rule as for passenger lift systems outside the Ski Area Sub-Zone (21.4.19), with a restricted discretionary status;
  - (b) restricted discretionary status is more appropriate for buildings up to 10 metres in height in the Bobs Peak Area (due to the prominence and visual significance of the submission area), and buildings over 10m in height should be fully discretionary;
  - (c) the proposed 17.5m height limit for buildings in the Lower Terminal Area proposed by the submission can be appropriately absorbed in this area and is acceptable;

- (d) clearance of the gondola corridor, particularly if revegetated with appropriate indigenous vegetation, would have a number of positive effects; and
- (e) the management of the character and quality of the wider landscape should remain a primary consideration and the sub-zone should not be exempted from the application of landscape assessment matters and that the establishment of permitted, controlled and restricted discretionary activities within the sub-zone would facilitate recreational activities and their associated infrastructure while retaining the management of the overarching quality of the landscape as a priority.

**8.17** Dr Read concludes that the proposed sub-zone has merit and supports some aspects of the relief sought, including the spatial extent of the proposed sub-zone.

### **Analysis**

**8.18** The proposal from the submitter is to introduce a new sub-zone into the Rural chapter of the PDP (and presumably also the Queenstown Town Centre chapter). Introducing any new zone and rules ordinarily requires a comprehensive review of the costs and benefits of applying the proposed zone and associated provisions under section 32 and in this instance because it is a change from the notified version, section 32AA of the RMA. However, the submission does not include this level of detail. I consider this is required in order for Council to properly assess the appropriateness of the new zone. Notwithstanding the lack of detail and supporting information in the submission, I have assessed the proposed sub-zone and rules on their merits.

**8.19** I acknowledge that the Skyline operations are a key contributor to the tourism industry in Queenstown. I also acknowledge that Bobs Peak and the Gondola activities are not typical of other activities that take place in the Rural Zone and the ONL. I note the extent to which an ONL on a Rural Zone site will constrain development (unless the plan provisions requested, provide otherwise, as is the case for Ski Area



Activities within Ski Area Sub Zones, where the landscape assessment matters are not triggered). In taking into account both these points, I can appreciate the motivation of the submitter to propose a specific sub-zone given the relatively unique characteristics of these sites.

- 8.20** Given that tourism is part of what 'makes' Queenstown, I consider there is merit in a zone that facilitates large scale tourism activities that involve significant permanent infrastructure in certain locations, similar to the Ski Area Sub Zone. However, if such a tourism zone was to be implemented, I consider (and I acknowledge that there is no scope for this recommendation) it may be appropriate to have a wider application than just the Skyline operations. For example it could include the various bungy locations and land based operations for rafting, jetboating and the like. I also note that there are other activities occurring in the Ben Lomond Reserve / Bobs Peak area that are not part of this submission, including parapenting and bungy operations, and the Zip Trek operations. In terms of the latter it is unclear from the plans if the proposed zone covers this area, but I understand it does not.
- 8.21** I am aware that the Council's general approach to plan preparation is to avoid the introduction of further site specific or bespoke zones in the PDP. I acknowledge this and agree that this approach can result in a complicated plan that is not efficient to administer. I am therefore hesitant to support the inclusion of the proposed site specific sub-zone.
- 8.22** However, the Skyline operations represent a significant existing hub of commercial and recreation activities close to the centre of Queenstown that are not typical of much of the Rural Zone and ONL overlay. In my opinion the PDP does not need to rezone the area but on balance could distinguish this area from other locations within the ONL at a policy level in the manner detailed below.
- 8.23** I note that the Rural Zone does provide for recreation, commercial and tourism activities. This is stated in the zone purpose, and therefore these types of activities are anticipated to occur within the

zone, albeit on a limited scale as a permitted activity. This flows through to the following objective and policies, which are considered relevant to development on Bobs Peak:

- (a) Objective 21.2.9 – *A range of activities are undertaken that rely on a rural location on the basis they do not degrade the landscape values, rural amenity, or impinge on permitted and established activities.*
- (b) Policy 21.2.9.1 – *Commercial activities in the Rural Zone should have a genuine link with rural land and water resource, farming, horticulture or viticulture activities, or recreation activities associated with resources located within the Rural Zone.*
- (c) Policy 21.2.9.2 – *Provide for the establishment of commercial, retail and industrial activities only where these would protect, maintain or enhance rural quality or character, amenity and landscape values.*

**8.24** I consider the above objective and accompanying policies provide policy level support for the Skyline operations. I consider this could be further strengthened through a policy that specifically recognises the modified nature of this part of the Bobs Peak / Ben Lomond Reserve in the Rural Zone and ONL, and the commercial and recreation activities, including key tourism activities that continue to occur within the areas set out in the submission, and the adjoining operations (i.e. Zip Trek). The policy would need to be drafted so that it is clear with respect to the geographic extent to which it applies, what type of activities it refers to, and also ensure that cumulative effects of development in this area are managed.

**8.25** Turning to the proposed rules, the submission seeks to have a more permissive set of provisions apply to development in the sub-zone compared to what is provided for under the Rural Zone, some of which are significantly more liberal. The proposed rules include buildings as a controlled activity, compared to discretionary activity under Rule 21.4.10 10 metres maximum height for buildings is sought

for the sub-zone at Bobs Peak and 17.5 metres for the lower terminal area, compared to 8 metres in the Rural Zone and 12 metres in the Queenstown Town Centre Zone respectively. Chairlifts and the gondola are proposed to be controlled, compared to restricted discretionary<sup>14</sup> in the Rural Zone, with forestry activities being non-complying. Commercial activities, and commercial recreation activities are proposed to be permitted, whereas in the Rural Zone they are restricted to 12 persons per group (for commercial recreational activities, Rule 25.5.21) and commercial activities must be ancillary to any commercial recreational activity (Rule 21.4.15).

**8.26** I do not consider this more permissive regime to be adequately supported by technical analysis that justifies the lower order activity status. Dr Read has set out her concerns with respect to effects on landscape values, noting that restricted discretionary status would be more appropriate for buildings in the proposed subzone, and her preference for restricted discretionary status (as opposed to controlled as sought in the submission) for the gondola and chairlifts, which is consistent with the Council's position on gondolas (passenger lift systems) outside Ski Area Sub-Zones.<sup>15</sup> Dr Read also considers that buildings over 10 metres in height should be fully discretionary. Under the Rural Zone, buildings over 8 metres in height are restricted discretionary.

**8.27** With regard to the Skyline operations being a permitted activity (commercial recreational activity/commercial activity), I consider that there could be adverse effects associated with the scale of such activities, in particular with regard to traffic effects. These types of uses are limited under the Rural zone to 12 persons per group or to being ancillary and then become fully discretionary beyond this. A permitted activity status for these uses will not allow for adequate assessment of effects in my opinion and I do not support the permitted status for these uses.

**8.28** Given there is no control on the scale or operation of these activities, there is potential for increase in trip generation to impact on parking

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<sup>14</sup> Statement of evidence of Ms Kim Banks for the Ski Area Sub-Zones hearing dated 19 May 2017 at paragraphs 3.5-3.12

<sup>15</sup> Ibid

and the function of the traffic network in the area, including downstream effects on the network. I note Ms Banks' concerns with the lack of inclusion of matters assessing traffic effects, which is of particular concern given existing traffic and congestion effects in Queenstown. I accept Ms Banks' expert advice on this matter and therefore cannot support the proposed rule framework.

**8.29** I also note that the submission proposes that the landscape assessment matters do not apply. However, as the site is within an ONL, if the landscape assessment matters were to not apply (as sought by the submitter), then the matters of control and discretion, and the wider rule framework, would need to reflect this and ensure that appropriate weight could be given to considering the effects of development on the ONL. I note Dr Read's advice on this matter is that the submission areas should not be exempted from the application of landscape assessment matters.

**8.30** In summary, I do not support the relief sought to introduce a new sub-zone as it will be a site specific bespoke zone; I consider that an additional policy could be included in the Rural Zone acknowledging the commercial nature of this part of Ben Lomond Reserve; and in my opinion the proposed rule framework is too permissive to allow a robust assessment of the types of activities that the sub-zone anticipates.

**8.31** Overall, I recommend the rezoning request as proposed in the submission is rejected.

## **9. GORGE ROAD / QUEENSTOWN (321, 556, 634)**

**9.1** I note that submission point 252.11 which has been allocated to this hearing stream has been withdrawn by the submitter (HW Richardson Group).

**9.2** Submitter 321 (Coronet Property Investments Limited) submitted in support of the proposed BMUZ for 53 and 58 Gorge Road.

- 9.3** Submission 556 (Skyline Enterprises) has sought to confirm the BMUZ on the submitter's land at 16 Hylton Place, Queenstown (subject to amendments to the provisions, which have been assessed in hearing stream 8 by Ms Bowbyes).<sup>16</sup>
- 9.4** Submission 634 (Trojan Holdings Limited) has sought to confirm the BMUZ over a number of sites, subject to amendments sought in the submission (which have been assessed separately by Ms Bowbyes).<sup>17</sup>
- 9.5** As these are submissions in support of the notified zones, and there are no further submissions, I do not consider any further analysis is necessary. The support for the zonings is noted. I recommend accepting submission points 321.6, 556.2 and 634.2.

## **10. QUEENSTOWN TOWN CENTRE**

- 10.1** A number of submissions have been lodged seeking to change the boundaries of the Queenstown Town Centre Entertainment Precinct (**TCEP**) and/or Water Front Sub Zones of the Queenstown Town Centre. The TCEP provides for a higher noise limit for bars and restaurants in locations where noise effects on surrounding residential areas are considered to be acceptable. Dr Chiles has prepared noise contours which inform the location of the TCEP boundary which are supplied as appendices to his evidence for Stream 8 dated 2 November 2016. The extent of the TCEP is also discussed by Dr Chiles in that statement of evidence.<sup>18</sup>
- 10.2** Although these submissions are being heard in the Queenstown Mapping hearing stream because they relate to changes to the planning maps, the majority were also assessed in the s42A report for Chapter 12, Queenstown Town Centre prepared by Ms Vicki Jones. This includes the following submissions:

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<sup>16</sup> [CB62].

<sup>17</sup> [CB62].

<sup>18</sup> Statement of evidence of Dr Stephen Chiles for hearing stream 8 dated 2 November 2016 paragraphs 10.1 – 10.9.

- (a) 247 – Brian Collins, Pog Mahones Irish Pub, seeks that the TCEP extend to include the area behind Rees Street, along The Green and the Steamer Wharf;
- (b) 544 – Good Group Limited submit that the TCEP should be expanded so that the rules in the TCEP apply in the Queenstown Town Centre Zone;
- (c) 549 – Watertight Investments trading as Republic Hospitality Group, who submits that the TCEP should be included to include the other side of Searle Lane;
- (d) 587 – Simple Simon Suck Fizzle Soup & Gourmet Pie Company trading as The Atlas Beer Café, request that Steamer Wharf is included in the TCEP;
- (e) 589 – Goose Cherry Cod Catering Company Limited trading as Ivy & Lolas, request that Steamer Wharf is included in the TCEP;
- (f) 596 – Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited who seeks that the TCEP be extended to include the Pig 'n' Whistle and Historic Courthouse buildings;
- (g) 599 – Peter Fleming and Others who opposes the Queenstown Town Centre proposal in its entirety, and seeks that there is a map which shows all boundaries in the Town Centre;
- (h) 714 – Kopuwai Investments Limited also submit that the Steamer Wharf be included in the TCEP;
- (i) 766 – Queenstown Wharves and GP Limited submit that boundary of the waterfront sub zone is clarified;
- (j) 774 – Queenstown Chamber of Commerce, who submit that the TCEP should be extended to include a number of established bars and restaurants including 1876, Speight's Ale House, The Pig & Whistle and Brazz;
- (k) 804 – Southern Pub Company Limited, trading as Pub on Wharf also submit that the TCEP include the Steamer Wharf; and
- (l) 835 – Wai Queenstown Limited, also submit that the TCEP include the Steamer Wharf.

**10.3** Remaining submissions seeking changes to the Queenstown Town Centre Zone mapping that have not been assessed are as follows:

- (a) 291 – Ant Wilkins, Taco Medic seeks that the southern boundary of the entertainment precinct should extend to the southern side of Searle Lane to include the entire lane;
- (b) 250 – Craig Eccles, 1876 Bar and Restaurant, seeks to have Ballarat Street businesses from Camp Street to Stanley Street included in the TCEP;
- (c) 357 – Barry Ellis, opposes the TCEP as it is too restrictive in size, and requests that if it is implemented it should include areas such as the Village Green and Earnslaw Park and associated buildings surrounding that;
- (d) 832 – Finz Queenstown Limited, submit that the TCEP include the Steamer Wharf complex; and
- (e) 807 – Remarkables Park Limited seeks that maps 35 and 36 be amended to provide better clarity around the extent of the Town Centre waterfront zone.

**10.4** Ms Jones has assessed the expansion of the TCEP in all of these locations in her 42A report for Chapter 12, Queenstown Town Centre **[SSB98]**. Ms Jones relies on the evidence of Dr Chiles, which is that the notified extent of the TCEP is appropriate, and to expand the TCEP would result in noise effects on residential amenity that are unacceptable. I rely on the evidence of Ms Jones<sup>19</sup> and Dr Chiles<sup>20</sup> regarding the appropriate boundary of the TCEP and therefore recommend that the first four submissions be rejected.

**10.5** Regarding submission 599.5 (Peter Fleming and others), which requests a map showing Town Centre boundaries, I note that the Queenstown Town Centre boundaries are shown on the planning maps. I do not consider a separate map is necessary as this would result in duplication of information and I therefore recommend the submission point be rejected.

**10.6** In relation to submission point 807.84 where Remarkables Park seeks the maps be amended to provide better clarity round the extent of the waterfront subzone on maps 35 and 36, no further detail has

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<sup>19</sup> **[SSB98]**, paragraphs 12.45 – 12.51.

<sup>20</sup> Statement of evidence of Dr Stephen Chiles for hearing stream 8 dated 2 November 2016 paragraphs 10.1 – 10.9.

been provided in the submission regarding what is unclear. However, I note that Ms Jones has assessed submissions from QLDC (383) and Queenstown Wharves and GP Limited (766) that the waterfront subzone was to be carried over to the PDP from the ODP with no change. I understand from Ms Jones's evidence that the omission of the boundary was in error and note her recommendation to reinstate it. This recommendation is likely to address the relief sought by submitter 807 and therefore I recommend that the submission be accepted.

**10.7** A number of submissions which generally support the Queenstown Town Centre Zone are also being heard in the Queenstown Mapping hearing stream. Similar to those seeking zone changes, the majority<sup>21</sup> have been addressed in the s42A for Chapter 12. The exception is submission 724 (Queenstown Gold Ltd) which submits in support of Lot 1 DP306661 and Lot 2 DP27703 being included in the Queenstown Town Centre Zone. No further submissions have been received on this submission. I note this support and recommend that the submission is accepted.



**Ruth Evans**  
**24 May 2017**

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21 308 – Well Smart Investment Holding (NZQN) Limited, 650 – Foodstuffs South Island Limited and Foodstuffs South Island Properties Limited, 394 – Stanley Street Investments Limited and Stanley Street Limited and Kelso Investments Limited, and 398 Man Street Properties Limited.



**APPENDIX 1**

**REVISED CHAPTER 15 LOCAL SHOPPING CENTRES**

# LOCAL SHOPPING CENTRES 15

## Key:

Recommended changes to notified chapter are shown in purple underlined text for additions and ~~purple strike through~~ text for deletions, Appendix 1 to s42A report, Queenstown Mapping hearing, dated 24 May 2017.

The recommended changes above include changes to provisions **highlighted blue**, which relate specifically to the Local Shopping Centre Zone at 1 Hansen Road (Frankton), and have been considered in the Queenstown Mapping hearing, along with the submissions on these provisions. There are no provisions specific to Cardrona Valley Road (Wanaka).

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 13 December 2016.

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through text~~ for deletions. Appendix 1 to s42A report, dated 2 November 2016.

## 15 Local Shopping Centres

### Local Shopping Centres: Albert Town, Arrowtown, Fernhill, Frankton, Hawea, Sunshine Bay and Wanaka

#### 15.1 Zone Purpose

The **Local Shopping Centre Zone** enables small scale commercial and business activities in discrete pockets of land that are accessible to residential areas and people in transit.

The zone seeks to reduce the necessity for people to travel longer distances to town centres to purchase convenience goods and access services. Due to the nature of the Zone's locations in predominantly residential environments, Zone standards limit the potential adverse effects on residential amenity and discourage the establishment of inappropriate activities. Visitor accommodation and residential activities are provided for in the Zone, adding to the vibrancy and viability of the Zone, whilst contributing to the diversity of housing options enabled by the District Plan.

#### 15.2 Objectives and Policies

15.2.1 Objective – Local Shopping Centres provide a focal point for a range of activities to occur in the Local Shopping Centre Zone to that meet the day to day needs of the community and ensure that they are of a limited scale that supplements the function of town centres.

**Comment [AB1]:** Recommended changes seek to articulate this as an objective, rather than an action as per instructions of the fourth procedural minute of 8 April 2016.

#### Policies

15.2.1.1 Provide for a diverse range of activities that meet the needs of the local community, enable local employment opportunities and assist with enabling the economic viability of local shopping centres.

15.2.1.2 Ensure that local shopping centres remain at a small scale that does not undermine the role and function of town centres.

15.2.1.3 Enable residential and visitor accommodation activities, but limit their establishment to above ground floor level to ensure that the integrity of activities occurring at street level is maintained, and that the core commercial function of the local shopping centres is not eroded.

**Comment [AB2]:** Minor, non-substantive change to improve clarity.

15.2.1.4 Avoid individual retail activities exceeding 300m<sup>2</sup> gross floor area and individual office activities exceeding 200m<sup>2</sup> gross floor area that would adversely affect the:

# LOCAL SHOPPING CENTRES 15

- a. retention and establishment of a mix of activities within the local shopping centre;
- b. role and function of town centres and commercial zones that provide for large scale retailing; and
- c. safe and efficient operation of the transport network.

Comment [AB3]: 249.11

**15.2.1.5** Restrict identified retail activities to ensure that the role and function of town centres as the District's principal centres of retailing activity is not threatened.

Comment [AB4]: 249.11

**15.2.2** **Objective – Buildings respond to the existing character, quality and amenity values of their neighbourhood setting.**

**Policies**

**15.2.2.1** Control the height, scale, appearance and location of buildings in order to achieve a built form that complements the existing patterns of development and is consistent with established amenity values.

**15.2.2.2** Ensure that development generally comprises a scale that is commensurate with the receiving built environment.

**15.2.2.3** Provide for consideration of minor height infringements where they help achieve higher quality design outcomes and do not significantly adversely affect amenity values.

**15.2.2.4** Place specific controls on the bulk and location of buildings on sites adjoining Residential-zoned properties to ensure that an appropriate standard of residential amenity is maintained.

**15.2.2.5** Control the design and appearance of verandas so they integrate well with the buildings they are attached to, and complement the overall streetscape and do not interfere with kerbside movements of high-sided vehicles, while providing appropriate cover for pedestrians.

Comment [AB5]: 798.44 & 798.45

**15.2.2.6** Ensure that outdoor storage areas are appropriately located and screened to limit any adverse visual effects and to be consistent with established amenity values.

**15.2.3** ~~Objective – Appropriate limits are placed on activities to minimise adverse environmental effects received both within and beyond the zone are minimised.~~

Comment [AB6]: Recommended changes seek to articulate this as an objective, rather than an action as per instructions of the fourth procedural minute of 8 April 2016.

**Policies**

**15.2.3.1** Provide appropriate noise limits to control adverse noise effects generated by activities occurring within the Local Shopping Centre Zone and received by nearby properties.

**15.2.3.2** Require acoustic insulation for critical listening environments (including residential activities and visitor accommodation) to:

- a. limit the impact of noise generated within the Zone on occupants; and, where relevant
- b. limit the reverse sensitivity effects on Queenstown Airport for buildings within the Queenstown Airport Outer Control Boundary.

Comment [AB7]: 433.62

**15.2.3.3** Ensure that the location and direction of lights does not cause significant glare to other properties, roads, and public places and promote lighting design that mitigates adverse effects on the night sky.

**15.2.3.4** Avoid the establishment of activities that are not consistent with established amenity values, cause inappropriate environmental effects, or are more appropriately located in other zones.

**15.2.3.5** For development of the site(s) at 1 Hansen Road, between Hansen Road and the Frankton Cemetery (as shown on Planning Maps 31, 31a and 33), in addition to other Zone-wide requirements:

## LOCAL SHOPPING CENTRES 15

- a. Ensure that development is undertaken in an integrated manner, having particular regard to ensuring the safe and efficient operation of the transport network.
- b. Implement specific controls to limit effects on the historic values of the neighbouring cemetery.

### 15.3 Other Provisions and Rules

#### 15.3.1 District Wide

Attention is drawn to the following District Wide chapters. All provisions referred to are within Stage 1 of the Proposed District Plan, unless marked as ~~Operative District Plan (ODP)~~operative.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
24 Signs (18 <del>Operative DP</del> )	25 Earthworks (22 <del>Operative DP</del> )	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29 Transport (14 <del>Operative DP</del> )
30 Utilities and Renewable Energy	31 Hazardous Substances (16 <del>Operative DP</del> )	32 Protected Trees
33 Indigenous Vegetation	34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings
36 Noise	37 Designations	Planning Maps

**Comment [AB8]:** Minor, non-substantive change for clarification only.

#### 15.3.2 Clarification

##### Advice Notes

- 15.3.2.1 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply.
- 15.3.2.2 Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- 15.3.2.3 The following abbreviations are used within this Chapter.

**Comment [AB9]:** Minor, non-substantive change for clarification only.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

### 15.4 Rules - Activities

	Activities located in the Local Shopping Centre Zone	Activity status
15.4.1	Activities which are not listed in this table and comply with all standards	P

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	Activities located in the Local Shopping Centre Zone	Activity status
15.4.2	<p><del>Verandas, in respect of:</del></p> <p><del>Control is reserved to the following:</del></p> <ul style="list-style-type: none"> <li>• Design;</li> <li>• Materials;</li> <li>• External appearance; <del>and</del></li> <li>• The impact on, and relationship to, adjoining verandas; <del>and</del></li> <li>• The enabling of unobstructed kerbside movements of high-sided vehicles.</li> </ul>	C
15.4.3	<p><b>15.4.3.1 Buildings:</b></p> <p><del>*Discretion is restricted to consideration of all of the following: external appearance, materials, sign platform, lighting, impact on the street, and natural hazards to ensure that:</del></p> <ul style="list-style-type: none"> <li>• External appearance, including materials, glazing treatment vertical and horizontal emphasis and the location of storage;</li> <li>• Signage platforms;</li> <li>• Lighting;</li> <li>• The impact of the building on the streetscape, compatibility with adjoining buildings and contribution to an integrated built form;</li> <li>• The design of the building blends well with and contributes to an integrated built form;</li> <li>• The external appearance of the building is sympathetic to the surrounding natural and built environment;</li> <li>• The detail of the facade is sympathetic to other buildings in the vicinity, having regard to; building materials, glazing treatment, symmetry, external appearance, vertical and horizontal emphasis and storage;</li> <li>• Where residential units are proposed as part of a development, the extent to which open space is provided on site, provision of open space either through private open space or communal open space, or a combination thereof; and</li> <li>• Where a site is subject to any Natural hazards and where the proposal <del>to</del> results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses including considering the nature and degree of risk the hazard(s) pose to people and property, whether the proposal will alter the risk to any site, and the extent to which such risk can be avoided or sufficiently mitigated.<sup>1</sup></li> </ul>	RD*

**Comment [AB10]:** Non-substantive change for consistency with other PDP Chapters and to improve clarity for Plan users

**Comment [AB11]:** 798.44 & 798.45

**Comment [AB12]:** Minor, non-substantive change to make consistent with other chapters

**Comment [AB13]:** Minor, non-substantive change to re-phrase to be matters of discretion rather than assessment matters

<sup>1</sup> Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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Activities located in the Local Shopping Centre Zone	Activity status
<p><u>Assessment Matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> <li>• <u>the nature and degree of risk the hazard(s) pose to people and property;</u></li> <li>• <u>whether the proposal will alter the risk to any site; and</u></li> <li>• <u>whether such risk can be avoided or sufficiently reduced.</u></li> </ul> <p><b>15.4.3.2 Development of 1 Hansen Road only:</b></p> <p><u>The following additional requirements apply to the Local Shopping Centre Zone located between Hansen Road and Frankton Cemetery (as shown on Planning Maps 31, 31a and 33):</u></p> <p>a. <u>Applications for buildings Any building shall be accompanied by a provided the application is accompanied by a Comprehensive Development Plan or is in accordance with an approved Comprehensive Development Plan, which applies to the part of the site zoned Local Shopping Centre and is sufficiently detailed to enable the matters of discretion listed below to be fully considered: <del>Spatial Layout Plan for the entire part of this site, which is zoned Local Shopping Centre, showing:</del></u></p> <ul style="list-style-type: none"> <li><u>(i) The location, width and design of roads, laneways, footpaths and accessways, which shall include consideration of pedestrian/cycling connectivity and safety as well as the potential for vehicular access to and from the Local Shopping Centre Zone land to the west of the Frankton Cemetery;</u></li> <li><u>(ii) Proposed building locations and parking areas;</u></li> <li><u>(iii) Concept landscape design treatment;</u></li> <li><u>(iv) Detailed landscaping plan addressing the interface between development and the Frankton Cemetery for the purpose of managing effects on the amenity and historic values in and around the cemetery; and</u></li> <li><u>(v) Three waters infrastructure.</u></li> </ul> <p><u>Note: where relevant, applications may rely upon an approved Spatial Layout Plan submitted as part of a prior application for this site.</u></p> <p><u>*Discretion is restricted to consideration of <del>all of</del> the following in addition to the matters in Rule 15.4.3.1 above:</u></p> <ul style="list-style-type: none"> <li>• <u>historic heritage and the amenity values of the Frankton Cemetery;</u></li> <li>• <u>the safe and efficient operation of the transport network including location, width and design of roads, laneways, footpaths and accessways and the potential for vehicular access to and from the Local Shopping Centre Zone land to the west of the Frankton Cemetery;</u></li> <li>• <u>pedestrian/cycling connectivity and safety;</u></li> <li>• <u>landscaping;</u></li> </ul>	<p>RD*</p>

**Comment [AB14]:** Minor, non-substantive change to re-phrase to be a matter of discretion, with the accompanying guidance clearly listed as assessment matters. The change also implements notified Policy 28.3.2.3 of Chapter 28 (Natural Hazards), which lists the information requirements for natural hazards assessments and does not include a requirement for all natural hazard assessments to be undertaken by a suitably qualified person.

**Comment [SG15]:** Amended to address vires issue with notified rule. Queenstown Mapping (Stream 13)

**Comment [RE18]:** Non-substantive amendment - activity status added next to rule heading for ease of reference. Queenstown Mapping (Stream 13)

**Comment [AB16]:** Minor, non-substantive change to make consistent with other chapters

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	Activities located in the Local Shopping Centre Zone	Activity status
	<ul style="list-style-type: none"> <li>• proposed building locations and parking areas;</li> <li>• amenity values; and</li> <li>• three waters infrastructure.</li> </ul> <p><u>b.</u> Any building where the application is not accompanied by a Comprehensive Development Plan prepared in accordance with 15.4.3.2 a. above.</p>	D
15.4.4	<p><b>Visitor Accommodation</b></p> <p>*Discretion is restricted to consideration of <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li>• The location, provision, and screening of access and parking, traffic generation, and Travel Demand Management;</li> <li>• Landscaping;</li> <li>• The location, nature and scale of visitor accommodation and ancillary activities relative to one another within the site and relative to neighbouring uses;</li> <li>• The location and screening of bus and car parking from public places; and</li> <li>• Where the site adjoins a residential zone:                             <ul style="list-style-type: none"> <li>- Noise generation and methods of mitigation; and</li> <li>- Hours of operation of ancillary activities.</li> </ul> </li> </ul>	RD*
15.4.5	<p><b>Licensed Premises</b></p> <p>Premises licensed for the consumption of alcohol on the premises between the hours of 11pm and 8am, provided that this rule shall not apply to the sale of liquor:</p> <p>a) to any person who is residing (permanently or temporarily) on the premises; and/or</p> <p>b) to any person who is present on the premises for the purpose of dining up until 12am.</p> <p>*Discretion is restricted to consideration of <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li>• The scale of the activity;</li> <li>• Car parking and traffic generation;</li> <li>• Effects on amenity (including that of adjoining residential zones and public reserves);</li> <li>• The configuration of activities within the building and site (e.g. outdoor seating, entrances);</li> <li>• Noise issues;</li> <li>• Hours of operation; and</li> <li>• Any relevant Council alcohol policy or bylaw.</li> </ul>	RD*
15.4.6	<p><b>Appliance Stores, Electronic and Electrical Goods Stores, Fashion Stores, Furniture and Floor Covering Stores</b></p>	NC

**Comment [SG17]:** Amended to address activity status 'gap' where no alternative activity status is provided if 15.4.3.2 a. is not met. Queenstown Mapping (Stream 13)

**Comment [AB19]:** Minor, non-substantive change to make consistent with other chapters

**Comment [AB20]:** Minor, non-substantive change to make consistent with other chapters

**Comment [AB21]:** Matter of discretion not supported on merits but no scope to recommend deletion.

**Comment [AB22]:** 249.11

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	Activities located in the Local Shopping Centre Zone	Activity status
15.4.6 15.4.7	Industrial Activities not otherwise provided for in this Table	NC
15.4.7 15.4.8	Factory Farming	PR
15.4.8 15.4.9	Forestry Activities	PR
15.4.9 15.4.10	Mining Activities	PR
15.4.10 15.4.11	Airport	PR
15.4.11 15.4.12	Panelbeating, spray painting, motor vehicle repair or dismantling, fibreglassing, sheet metal work, bottle or scrap storage, motorbody building, <del>fish or meat processing (excluding that which is ancillary to a retail premises such as a butcher, fishmonger or supermarket), or any activity requiring an Offensive Trade Licence under the Health Act 1956.</del>	PR
15.4.12 15.4.13	<del>Fish or meat processing (excluding that which is ancillary to a retail premises such as a butcher, fishmonger or supermarket).</del>	PR
15.4.13 15.4.14	<del>Any activity requiring an Offensive Trade Licence under the Health Act 1956.</del>	PR

**Comment [AB23]:** Minor, non-substantive changes to make consistent with other chapters

### 15.5 Rules - Standards

	Standards for activities located in the Local Shopping Centre Zone	Non-compliance status
15.5.1	<p><b>Building Coverage</b></p> <p>Maximum building coverage - 75%.</p> <p>*Discretion is restricted to <del>consideration of all of</del> the following:</p> <ul style="list-style-type: none"> <li>• The effects on the quality of the overall streetscape; and</li> <li>• The ability to meet outdoor storage requirements.</li> </ul> <p>Except that in the Local Shopping Centre Zone located between Hansen Road and Frankton Cemetery (as shown on Planning Maps 31, 31a and 33) the maximum building coverage shall be 50% with discretion restricted to the above matters and:</p> <ul style="list-style-type: none"> <li>• The traffic effects of additional building coverage, including the effects on the State Highway, particularly with particular regard to the intersection between Hansen Road and State Highway 6.</li> </ul>	RD*

**Comment [AB24]:** Minor, non-substantive change to make consistent with other chapters

**Comment [AB25]:** 719.92



## LOCAL SHOPPING CENTRES 15

	Standards for activities located in the Local Shopping Centre Zone	Non-compliance status
15.5.2	<p><b>Setbacks and Sunlight Access – sites adjoining any Residential zone, Township Zone or public open space</b></p> <p>a) Buildings shall not project beyond a recession line constructed at an angle of 35° inclined towards the site from points 3m above any Residential Zone or Township Zone boundary.</p> <p>b) Where the site adjoins any Residential zone, Township Zone or public open space the setback shall be not less than 3m.</p> <p>*Discretion is restricted to consideration of <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li>• The visual effects of the height, scale, location and appearance of the building, in terms of <ul style="list-style-type: none"> <li>- Dominance;</li> <li>- Loss of privacy on adjoining properties; and</li> <li>- Any resultant shading effects.</li> </ul> </li> </ul>	RD*
15.5.3	<p><b>Acoustic insulation <u>(excluding development within the Outer Control Boundary (OCB) Queenstown)</u></b></p> <p>a) A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 6 in Chapter 36.</p> <p>b) All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB <math>R_w+C_{tr}</math> determined in accordance with ISO 10140 and ISO 717-1.</p> <p>*Discretion is restricted to consideration of <del>all of</del> the following:</p> <ul style="list-style-type: none"> <li>• the noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity;</li> <li>• the extent of insulation proposed; and</li> <li>• whether covenants exist or are being volunteered which limit noise emissions on adjacent sites and/or impose no complaints covenants on the site.</li> </ul>	RD*
15.5.4	<p><b>Acoustic insulation: development within the Outer Control Boundary (OCB) Queenstown</b></p> <p><u>a) A mechanical ventilation system shall be installed for all critical listening environments in accordance with Rule 36.6.3 in Chapter 36.</u></p> <p><u>b) All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB <math>R_w+C_{tr}</math> determined in accordance with ISO 10140 and ISO 717-1.</u></p>	NC
15.5.45	<p><b>Development of 1 Hansen Road</b></p> <p>The following additional standards shall apply to development in the Local Shopping Centre Zone located between Hansen Road and Frankton Cemetery (as shown on Planning Maps 31, 31a and 33):</p> <p><u>(a) The total gross floor area dedicated to retail uses shall not exceed 4000m<sup>2</sup>, with no individual tenancy larger than 700m<sup>2</sup> and no more than 10 retail tenancies across the site in total;</u></p>	D

Comment [AB26]: Minor, non-substantive change to make consistent with other chapters

Comment [AB27]: 433

Comment [AB28]: Minor, non-substantive change to make consistent with other chapters

Comment [AB29]: 433

Comment [AB30]: 249.11

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	Standards for activities located in the Local Shopping Centre Zone	Non-compliance status
	<p>(b) The total gross floor area dedicated to office uses shall not exceed 3000m<sup>2</sup>;</p> <p>(c) No retail or office activities (aside from those ancillary to permitted uses) shall take place until an upgrade of the intersection between Hansen Road and State Highway 6 has occurred;</p> <p>(d) The total number of residential units (for the purposes of this rule, this shall include residential flats) shall not exceed 50 units;</p> <p>(e) There shall be no vehicle access directly onto the State Highway;</p> <p>(f) Buildings shall be set back a minimum distance of 6m from the boundary with the State Highway; and</p> <p>(g) Buildings shall be set back a minimum distance of 4m from the boundary with Frankton Cemetery.</p>	
15.5.66	<p><b>Residential and Visitor Accommodation Activities</b></p> <p>All residential and visitor accommodation activities shall be restricted to first floor level or above.</p>	NC
15.5.67	<p><b>Building Height</b></p> <p>a) For the Local Shopping Centre Zone located at Albert Town, Arrowtown, Fernhill, Hawea, Sunshine Bay and Wanaka the maximum building height shall be 7m.</p> <p>b) For all other areas in the Local Shopping Centre Zone the maximum building height shall be 10m.</p>	NC
15.5.78	<p><b>Noise</b></p> <p>a) Sound* from activities shall not exceed the following noise limits at any point within any other site in this zone:</p> <ul style="list-style-type: none"> <li>• Daytime (0800 to 2200 hrs) 60 dB LAeq(15 min)</li> <li>• night-time (2200 to 0800 hrs) 50 dB LAeq(15 min)</li> <li>• night-time (2200 to 0800 hrs) 75 dB LAFmax</li> </ul> <p>*measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008</p> <p>Exemptions:</p> <ul style="list-style-type: none"> <li>• The noise limits <del>in (a)</del> shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.</li> <li>• The noise limits <del>in (a)</del> shall not apply to sound associated with airports or windfarms. Sound from these sources shall be assessed in accordance and comply with the relevant New Zealand Standard, either NZS 6805:1992, or NZS 6808:1998. For the avoidance of doubt the reference to</li> </ul>	NC

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	Standards for activities located in the Local Shopping Centre Zone	Non-compliance status
	<p>airports in this clause does not include helipads other than helipads located within any land designated for Aerodrome Purposes in this Plan.</p> <ul style="list-style-type: none"> <li>The noise limits in (a) shall not apply to sound from aircraft operations at Queenstown Airport.</li> </ul> <p>b) Note:</p> <p>Sound from activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone.</p>	
		<p><b>Comment [AB31]:</b> Exemption not supported on merits but no scope to recommend deletion.</p> <p><b>Comment [AB32]:</b> Minor, non-substantive changes to improve clarity.</p>
<b>15.5.89</b>	<p><b>Glare</b></p> <p>a) All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the zone shall be directed away from adjacent sites, roads and public places, and so as to limit the effects on the night sky.</p> <p>b) No activity shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining property within the Zone, measured at any point inside the boundary of any adjoining property.</p> <p>c) No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is in any Residential zone or Township Zone measured at any point more than 2m inside the boundary of the adjoining property.</p> <p>d) All roofs of buildings shall be finished or treated so they do not give rise to glare when viewed from any public place or neighbouring property.</p>	<b>NC</b>
		<p><b>Comment [AB33]:</b> Recommended that this be removed as it is <i>ultra vires</i> for uncertainty.</p>
<b>15.5.910</b>	<p><b>Retail and Office activities:</b></p> <p>a. Retail activities shall not exceed 300m<sup>2</sup> gross floor area</p> <p>b. Office activities shall not exceed 200m<sup>2</sup> gross floor area</p> <p>Note: All associated office, storage, staffroom and bathroom facilities used by the activity shall be included in the calculation of the gross floor area.</p>	<b>NC</b>
		<p><b>Comment [AB34]:</b> Recommend that this be removed from a merits perspective but no scope so has not been struck out. See paragraph 17.5 of the s42A Report.</p> <p><b>Comment [AB35]:</b> 249.11</p>

### 15.6 Non-Notification of Applications

15.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified.

15.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified:

15.6.2.1 Buildings (Rule 15.4.3).

**Comment [AB36]:** Non substantive change for clarity

15.6.2.2 Building coverage, except for applications to exceed permitted building coverage between Hansen Road and Frankton Cemetery (as shown on Planning Maps 31, 31a and 33) with any notification limited to road controlling authority.

**Comment [AB37]:** 719.94

## LOCAL SHOPPING CENTRES 15

- 15.6.3** The following Restricted Discretionary activities will not be publicly notified but notice will be served on those persons considered to be adversely affected if those persons have not given their written approval:
- 15.6.3.1** Setbacks and sunlight access – sites adjoining any Residential zone, Township Zone or public open space.

**APPENDIX 2**  
**LIST OF SUBMITTERS**

**Appendix 2 to the Section 42A Report - Queenstown Mapping - Area 1A**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
141.3		Barbara Williams	Map 33 - Frankton	Support	Supports planning map 33 as it relates to the submitters property in regards to plan change 35. Requests that as an alternative to Low Density Residential Zone, properties located at 58-106 McBride St are rezoned to a form of commercial zoning.	Reject	commercial	33	Urban - Frankton
141.3	FS1340.62	Queenstown Airport Corporation	Map 33 - Frankton	Not Stated	Support in part/Oppose in part - QAC supports in part/opposes in part the rezoning of this site to a commercial type zoning provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone).	Accept in part	commercial	33	Urban - Frankton
433.65		Queenstown Airport Corporation	15.4 Rules - Activities	Other	Amend the rule as follows: <b>Rule 15.4.3.4</b> <b>Activities located in the Local Shopping Centre Zone</b> <i>Visitor Accommodation</i> <i>*Discretion is restricted to consideration of all of the following:</i> •..... <u>Acoustic treatment of any new or additions or alterations to existing buildings containing Activities Sensitive to Aircraft Noise within the Outer Control Boundary at Queenstown Airport</u>	Reject	commercial	33	Urban - Frankton
433.65	1077.45	Board of Airline Representatives of New Zealand (BARNZ)	15.4 Rules - Activities	Support	Make the amendments sought by QAC	Reject	commercial	33	Urban - Frankton
433.65	1097.351	Queenstown Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	commercial	33	Urban - Frankton
433.65	1117.114	Remarkables Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	commercial	33	Urban - Frankton
698.2		Spence Farms Ltd		Not Stated	Confirm all provisions as notified in Section 15 of the Proposed Plan unless otherwise submitted upon in this submission (698) and confirm all maps showing the extent of the Local Shopping Zone in Frankton.	Accept in part	commercial	33	Urban - Frankton
698.3		Spence Farms Ltd	Part Seven - Maps	Not Stated	Confirm all provisions as notified in Section 15 of the Proposed Plan unless otherwise submitted upon in this submission (698) and confirm all maps showing the extent of the Local Shopping Zone in Frankton.	Accept in part	commercial	33	Urban - Frankton
719.86		NZ Transport Agency	15.2.3 Objective 3	Support	Retain	Accept	LSCZ Provisions	33	Urban - Frankton
719.87		NZ Transport Agency	15.2.3 Objective 3	Support	Retain	Accept	LSCZ Provisions	33	Urban - Frankton
719.88		NZ Transport Agency	15.2.3 Objective 3	Support	Retain	Accept	LSCZ Provisions	33	Urban - Frankton
719.89		NZ Transport Agency	15.2.3 Objective 3	Support	Retain	Accept	LSCZ Provisions	33	Urban - Frankton
828.1		Brett Giddens	Map 31a - Queenstown Airport	Not Stated	Rezoning the land bound by McBride Street, Birse Street, Grey Street and State Highway 6 from Low Density Residential to <u>Local Shopping Centre Zone</u> or as a secondary option, a more appropriate higher density zone such as: •High Density Residential; •Medium Density Residential; or •Another zone or amended zone that will achieve the outcomes sought in the submission. <u>Any additional or consequential relief of the proposed plan as a result of this submission</u>	Reject	commercial	31a	Urban - Frankton
828.1	FS1077.72	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	commercial	31a	Urban - Frankton
828.1	FS1340.153	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Not Stated	Oppose in part/Support in part - QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone). QAC opposes the proposed rezoning of this land to medium or high density residential and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept in part	commercial	31a	Urban - Frankton
840.2		C & S Hansen		Not Stated	The submitter opposes the Low Density Residential zoning of land described as Lot 1 DP 43449, Section 4 Blk XX TN OF Frankton and Sections 2- 11, 13 & 14 Blk XX TN OF Frankton, which comprises land generally bounded by McBride Street, Gray Street and adjacent to SH6 near Frankton Junction, and as shown on Planning Map 33. The submitter requests that the land is zoned Local Shopping Centre zone.	Reject	commercial	33	Urban - Frankton
840.2	FS1340.159	Queenstown Airport Corporation		Not Stated	Oppose in part/Support in part - QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone).	Accept in part	commercial	33	Urban - Frankton
840.3		C & S Hansen	Map 33 - Frankton	Not Stated	The submitter opposes the Low Density Residential zoning of land described as Lot 1 DP 43449, Section 4 Blk XX TN OF Frankton and Sections 2- 11, 13 & 14 Blk XX TN OF Frankton, which comprises land generally bounded by McBride Street, Gray Street and adjacent to SH6 near Frankton Junction, and as shown on Planning Map 33. The submitter requests that the land is zoned Local Shopping Centre zone.	Related to rezoning submission point 840.2. Duplicate	commercial	33	Urban - Frankton
840.3	FS1340.160	Queenstown Airport Corporation	Map 33 - Frankton	Not Stated	Oppose in part/Support in part - QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone).	Accept in part	commercial	33	Urban - Frankton
141.6		Barbara Williams		Other	Requests rezoning of properties located at 58 to 106 McBride Street to some form of light commercial zoning which may be less affected than residential tenants from aircraft noise.	Reject	commercial	33	Urban - Frankton
16.2		ds ee properties ltd	Map 33 - Frankton	Support	Rezoning Sugar Lane from Low Density Residential as shown on planning map 33 to commercial.	Reject	commercial	33	Urban - Frankton Road
16.2	FS1214.2	Z-Energy Ltd	Map 33 - Frankton	Support	Supports that the properties along Sugar Lane be rezoned from Low Density Residential to a commercial zoning.	Reject	commercial	33	Urban - Frankton Road
16.2	FS1340.51	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	Oppose in Part- QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept in part	commercial	33	Urban - Frankton Road
125.1		Kenneth Muir	16.1Purpose	Support	Change the Sugar Lane area from Low Density Residential to Business Mixed Use Zoning.	Reject	commercial	33	Urban - Frankton Road
125.1	FS1214.3	Z-Energy Ltd	16.1Purpose	Support	Supports that the properties along Sugar Lane be rezoned from Low Density Residential to a commercial zoning.	Reject	commercial	33	Urban - Frankton Road

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Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
125.1	FS1340.56	Queenstown Airport Corporation	16.1 Purpose	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept in part	commercial	33	Urban - Frankton Road
125.2		Kenneth Muir	Part Seven - Maps	Support	Change the Sugar Lane area from Low Density Residential to Business Mixed Use Zoning.	Reject	commercial	31	Urban - Frankton Road
125.2	FS1214.4	Z-Energy Ltd	Part Seven - Maps	Support	Supports that the properties along Sugar Lane be rezoned from Low Density Residential to a commercial zoning.	Reject	commercial	31	Urban - Frankton Road
125.2	FS1340.57	Queenstown Airport Corporation	Part Seven - Maps	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept in part	commercial	31	Urban - Frankton Road
125.2	FS1214.5	Z-Energy Ltd		Support	Supports that the properties along Sugar Lane be rezoned from Low Density Residential to a commercial zoning.	Duplicate of FS1214.4	commercial	33	Urban - Frankton Road
125.2	FS1340.58	Queenstown Airport Corporation		Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Duplicate of FS1340.57	commercial	33	Urban - Frankton Road
312.1		Z Energy Limited	Map 33 - Frankton	Oppose	846 Frankton Road is suitable for business or higher intensity residential purposes and should be rezoned to Local Shopping Centre or Medium or High Density Residential, or as consistent with any rezoning of the existing commercial properties along Sugar Lane and opposite the site.	Reject	commercial	33	Urban - Frankton Road
488.3		Schist Holdings Limited and Bnzl Properties Limited	16.5.7.1	Not Stated	Amend Rule 16.5.7.1 by adding the words "(Gorge Road)" after the word "Queenstown". Amend Rule 16.5.7.1 by adding a new standard "16.5.7.2 Queenstown (Glenda Drive) a. Up to 8m - Permitted b. Up to 10m – Restricted Discretionary."	Reject	LSCZ Provisions	31	Urban - Frankton Flats
488.3	FS1340.29	Queenstown Airport Corporation	16.5.7.1	Oppose	QAC opposes the changes to this rule. The proposed height restrictions would be redundant in light of QAC's Airport Approach and Protection Measures designation which lies at between 8 to 11m over this site.	Accept	LSCZ Provisions	31	Urban - Frankton Flats
344.12		Fletcher Distribution Ltd and Mico New Zealand Ltd	Map 31a - Queenstown Airport	Oppose	That the rural portion of the Frankton Placemakers site be rezoned to Industrial A as shown on Planning Map 31 (copied from point 344.2 Rural Zone).	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
418.1		Aviomore Corporation Ltd	Map 31a - Queenstown Airport	Oppose	Requests the submitter's land (Lot 1 DP472825) shown on planning Map 31a is rezoned from Rural to Industrial A Zone.	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
418.1	FS1117.54	Remarkables Park Limited	Map 31a - Queenstown Airport	Support	The submitter's land should be zoned industrial given its location.	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
418.1	FS1164.4	Shotover Park Limited	Map 31a - Queenstown Airport	Support	Agrees that the submitter's land should be zoned industrial given its location.	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
418.1	FS1340.102	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Support	QAC supports the rezoning of this land from Rural General to Industrial.	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
488.1		Schist Holdings Limited and Bnzl Properties Limited	Map 31 - Lower Shotover	Not Stated	Opposes Industrial zoning of two properties located on the eastern side of Glenda Drive, towards the southern end of Glenda Drive. They have the valuation numbers 2910225704 and 2910225708. Submits that the southern end of Glenda Drive (if not most of Glenda Drive) is more appropriately zoned Business Mixed Use Zone. Rezone properties with valuation numbers 2910225704 and 2910225708 on Glenda Drive as Business Mixed Use Zone. Consider extending such zonings to other properties along Glenda Drive.	Reject	commercial	31	Urban - UGB Rural - Frankton Flats
488.1	FS1340.116	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	The site is located on the edge of the ANB and OCB. The Business Mixed Use Zone currently contains no provisions relating to the management of ASAN. Rezoning this site would therefore allow a level of ASAN development that is not currently provided for the Operative District Plan. This is inappropriate and inconsistent with the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept in part	commercial	31	Urban - UGB Rural - Frankton Flats
720.1		Reavers NZ Limited	Map 31a - Queenstown Airport	Oppose	Rezone from Rural to Industrial the land adjacent to Glenda Drive and SH6 identified on planning map 31.	Accept in part	Industrial	31a	Urban - UGB Rural - Frankton Flats
720.1	FS1077.60	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its rural zone.	Reject	Industrial	31a	Urban - UGB Rural - Frankton Flats
433.61		Queenstown Airport Corporation	15.1 Zone Purpose	Other	Insert the following text at the end of the Zone Purpose: <u>The Frankton Local Shopping Centre is located within close proximity to Queenstown Airport and is located within with the Airport's Outer Control Boundary. Reverse sensitivity effects on Queenstown Airport may arise where Activity Sensitive to Aircraft Noise are established within the Airport's Air Noise Boundary or Outer Control Boundary.</u>	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.61	FS1077.41	Board of Airline Representatives of New Zealand (BARNZ)	15.1 Zone Purpose	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.61	FS1097.347	Queenstown Park Limited	15.1 Zone Purpose	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.61	FS1117.110	Remarkables Park Limited	15.1 Zone Purpose	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.62		Queenstown Airport Corporation	15.2.3 Objective 3	Other	Insert the following new policy: <b>Policy 15.2.3.5</b> <u>Require, as necessary, mechanical ventilation of any Critical Listening Environment within any new and alterations and additions to existing buildings that contain an Activity Sensitive to Aircraft Noise on sites within the Outer Control Boundary to achieve an Indoor Design Sound Level of 40 dB Ldn, based on the 2037 Noise Contours.</u>	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.62	FS1077.42	Board of Airline Representatives of New Zealand (BARNZ)	15.2.3 Objective 3	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.62	FS1097.348	Queenstown Park Limited	15.2.3 Objective 3	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile

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Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
433.62	FS1117.111	Remarkables Park Limited	15.2.3 Objective 3	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.63		Queenstown Airport Corporation	15.4 Rules - Activities	Other	Insert a new rule as follows: <b>Rule 15.4.X</b> <b>Activities located in the Local Shopping Centre Zone</b> <i>Any Activity Sensitive to Aircraft Noise that does not comply with Standard 15.5.X [acoustic treatment provision within the OCB];</i>  <b>Activity Status</b> NC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.63	FS1077.43	Board of Airline Representatives of New Zealand (BARNZ)	15.4 Rules - Activities	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.63	FS1097.349	Queenstown Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35 Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.63	FS1117.112	Remarkables Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.64		Queenstown Airport Corporation	15.4.3	Other	Amend Rule 15.4.3.1 as follows: <b>Rule 15.4.3.1</b> <b>Activities located in the Local Shopping Centre Zone</b> <i>Buildings</i> <i>* Discretion is restricted to consideration of all of the following: external appearance, material, sign platform, lighting, impact on street, <u>acoustic treatment of new buildings or alterations to existing buildings containing Activities Sensitive to Aircraft Noise within the Outer Control Boundary</u> and natural hazards to ensure that:</i> •..... • <i>Queenstown Airport is protected from reverse sensitivity effects of Activities Sensitive to Aircraft Noise.</i>  <b>Activity Status</b> RD	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.64	FS1077.44	Board of Airline Representatives of New Zealand (BARNZ)	15.4.3	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.64	FS1097.350	Queenstown Park Limited	15.4.3	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35 Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.64	FS1117.113	Remarkables Park Limited	15.4.3	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.66		Queenstown Airport Corporation	15.4 Rules - Activities	Other	Amend proposed Rule 15.4.3.3 and insert a new rule as follows: <b>Rule 15.4.3.3</b> <b>Activities located in the Local Shopping Centre Zone</b> <i>Acoustic Insulation in the Frankton Local Shopping Centre Zone</i> <i>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 4 of Chapter 36 or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</i>  <b>Activity Status</b> NC  <b>Rule 15.4.3.3 X</b> <b>Activities located in the Local Shopping Centre Zone</b> <i>Acoustic Insulation in all other Local Shopping Centre Zones</i> - <b>Activity Status</b> RD	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.66	FS1077.46	Board of Airline Representatives of New Zealand (BARNZ)	15.4 Rules - Activities	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile



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Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
433.66	FS1097.352	Queenstown Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.66	FS1117.115	Remarkables Park Limited	15.4 Rules - Activities	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.67		Queenstown Airport Corporation	15.6 Non-Notification of Applications	Other	Insert a new notification parameter as follows: <u>15.6.4 Notice shall be served on the requiring authority for Queenstown Airport for applications which do not comply with the acoustic treatment requirements of Rule 15.4.3.3.</u>	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.67	FS1077.47	Board of Airline Representatives of New Zealand (BARNZ)	15.6 Non-Notification of Applications	Support	Make the amendments sought by QAC	Reject	LSCZ Provisions	33	Urban - Ladies Mile
433.67	FS1097.353	Queenstown Park Limited	15.6 Non-Notification of Applications	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
433.67	FS1117.116	Remarkables Park Limited	15.6 Non-Notification of Applications	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
698.5		Spence Farms Ltd	Map 33 - Frankton	Not Stated	Move the boundary of the Outstanding Natural Landscape as it applies 1 Hansen Road ((Lot 1 DP 26426 PT SEC 5 BLK XXI Shotover SD) and the Frankton Cemetery so that it follows the toe of the slope and sits entirely within the proposed Rural Zone.	Reject	Landscape	33	Urban - Ladies Mile
698.6		Spence Farms Ltd	15.5.6	Not Stated	Amend as follows: Building Height a) For the Local Shopping Centre Zone located at Albert Town, Arrowtown, Fernhill, Hawea, Sunshine Bay and Wanaka the maximum building height shall be 7m. b) <u>For the Located Shopping Centre Zone located at 1 Hansen Road (being the land located located between Hansen Road and Frankton Cemetery) the maximum height shall be 10 m except for buildings or parts of buildings 55m of further from the State High boundary, in which case the maximum height shall be 15 m.</u> bc) For all other areas in the Local Shopping Centre Zone the maximum building height shall be 10m.	Reject	LSCZ Provisions	31	Urban - Ladies Mile
698.7		Spence Farms Ltd	15.5.5	Not Stated	Delete: <del>Residential and Visitor Accommodation Activities</del> <del>All residential and visitor accommodation activities shall be restricted to first floor level or above.</del>	Reject	LSCZ Provisions	31	Urban - Ladies Mile
698.7	FS1340.27	Queenstown Airport Corporation	15.5.5	Oppose	QAC opposes the amendments sought. Restricting visitor accommodation and residential activities to the first floor of buildings and above (combined with a few other performance standards) is one of the few controls governing the density of residential or visitor accommodation development on Local Shopping Centre zoned land within the OCB. To remove this rule would therefore enable the intensification of ASAN within the Local Shopping Zone with no density constraints. <u>The further intensification of ASAN within the OCB is opposed by QAC.</u>	Accept	LSCZ Provisions	31	Urban - Ladies Mile
698.8		Spence Farms Ltd	15.5.3	Not Stated	Amend as follows: Acoustic insulation <del>a) A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 6 in Chapter 36.</del> <del>b) All elements of the facade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw+Ctr determined in accordance with ISO 10140 and ISO 717-1.</del> <del>*Discretion is restricted to consideration of all of the following:</del> <del>• the noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity;</del> <del>• the extent of insulation proposed; and</del> <del>whether covenants exist or are being volunteered which limit noise emissions on adjacent sites and/or impose no complaints covenants on the site.</del> <u>Airport Noise – Queenstown Airport (excluding any noncritical listening environments) within the Air Noise Boundary (ANB)</u> <u>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 4 of Chapter 36 and installation of mechanical ventilation to achieve the requirements in Table 5 of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open. Note – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN).</u>	Reject	LSCZ Provisions	31	Urban - Ladies Mile
698.8	FS1077.58	Board of Airline Representatives of New Zealand (BARNZ)	15.5.3	Oppose	Leave the acoustic insulation requirement unaltered.	Accept	LSCZ Provisions	31	Urban - Ladies Mile

**Appendix 2 to the Section 42A Report - Queenstown Mapping - Area 1A**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
698.8	FS1340.28	Queenstown Airport Corporation	15.5.3	Oppose	Oppose in Part - QAC submits that the proposed amendments incorrectly apply the acoustic insulation requirements for activities within the ANB. None of the Local Shopping Centre Zone area is located within the ANB. This rule should therefore be amended to refer to the OCB as follows: <u>New buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 4 of Chapter 36 or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</u>	Accept in part	LSCZ Provisions	31	Urban - Ladies Mile
719.90		NZ Transport Agency	15.4 Rules - Activities	Not Stated	Amend Rule 15.4.3.2a by adding the following requirement: (vi) No direct access to the State highway.	Reject	LSCZ Provisions	33	Urban - Ladies Mile
719.92		NZ Transport Agency	15.5.1	Other	Amend Rule 15.5.1 to read as follows: . The traffic effects of additional building coverage <u>on the State highway</u> , particularly with regard to the intersection between Hansen Road and State Highway 6.	Accept in part	LSCZ Provisions	31	Urban - Ladies Mile
719.93		NZ Transport Agency	15.5.4	Support	Retain	Accept in part	LSCZ Provisions	33	Urban - Ladies Mile
719.94		NZ Transport Agency	15.6.2	Oppose	Delete	Reject	LSCZ Provisions	33	Urban - Ladies Mile
170.2		Cameron Steele	Map 36 - Queenstown Central	Other	Include the block surrounded by Brecon Street, Camp Street, Isle Street, Man Street to be rezoned Town Centre along with the proposed area at the end of Brecon Street.	out of scope PC 50	commercial	36	Urban - Queenstown
247.2		Pog Mahones Irish Pub	Map 35 - Queenstown	Other	Support the creation of an Entertainment Precinct (EP) within the Town Centre but oppose the current boundaries and request that the entertainment precinct boundary be extended to include the area behind Rees Street, along the green and the Steamer Wharf. Pog Mahones is a long time (17 years) business in Queenstown. As the plan rightly points out a vibrant waterfront area is essential to maintaining Queenstown's reputation as a premier destination - <u>it is essential therefore that the Queenstown Bay waterfront be part of the EP as well as Steamer Wharf.</u>	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
247.3		Pog Mahones Irish Pub	Map 36 - Queenstown Central	Other	Support the creation of an Entertainment Precinct (EP) within the Town Centre but oppose the current boundaries and request that the entertainment precinct boundary be extended to include the area behind Rees Street, along the green and the Steamer Wharf. Pog Mahones is a long time (17 years) business in Queenstown. As the plan rightly points out a vibrant waterfront area is essential to maintaining Queenstown's reputation as a premier destination - <u>it is essential therefore that the Queenstown Bay waterfront be part of the EP as well as Steamer Wharf.</u>	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
250.2		1876 Bar & Restaurant	Map 36 - Queenstown Central	Oppose	To have Ballarat Street Businesses (from Camp Street to Stanley Street) included in the Entertainment Precinct allowing the businesses the same conditions <u>as per the proposed Entertainment Precinct.</u>	Reject	commercial	36	Urban - Queenstown
250.2	FS1043.7	Grand Lakes Management Limited	Map 36 - Queenstown Central	Oppose	GLML oppose Mr Eccles submission as he seeks to provide more permissive standards within the Town Centre Zone for night time outdoor dining and entertainment.	Accept in part	commercial	36	Urban - Queenstown
252.11		HW Richardson Group		Oppose	HWRG opposes the proposed zoning for its Allied Concrete site at 105 Gorge Road, Queenstown as Business Mixed Use as depicted on Proposed Plan Map 32. Under the Business and Mixed Use zone the existing concrete plant comprises a noncomplying activity. Re-zone the HWRG's site at 105 Gorge Road, Queenstown to a zone that provides for service and industrial activities as permitted activities. In the alternative, amend the provisions of the Business and Mixed Use Zone to provide for industrial and service activities as permitted activities. Where the provisions of the Business and Mixed Use Zone are changed to provide for service and industrial activities as permitted activities, then all necessary changes to the provisions should also be made to protect industrial activities in this zone from reverse sensitivity effects.	Withdrawn	industrial	32	Urban - Queenstown
291.1		Taco Medic	Map 36 - Queenstown Central	Oppose	For the Southern boundary of the Entertainment Precinct to extend to the Southern side of Searle Lane to include the entire lane. Queenstown Town Centre	Reject	commercial	36	Urban - Queenstown
291.1	FS1318.12	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with my original submission.	Accept in part	commercial	36	Urban - Queenstown
308.2		Well Smart Investment Holding (NZQN) Limited	Map 35 - Queenstown	Support	Support 65-67 Shotover Street and 5-15 Hay Street, which are zoned as TCTZ in the Operative District Plan, being zoned Town Centre Zone with no additional controls imposed on development and use beyond those applied to other Town Centre zoned sites, and any such other consequential relief as is <u>necessary to give effect to the submission. Copied from Point 308.1 regarding the Queenstown Town Centre Zone.</u>	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
308.3		Well Smart Investment Holding (NZQN) Limited	Map 36 - Queenstown Central	Support	Support 65-67 Shotover Street and 5-15 Hay Street, which are zoned as TCTZ in the Operative District Plan, being zoned Town Centre Zone with no additional controls imposed on development and use beyond those applied to other Town Centre zoned sites, and any such other consequential relief as is <u>necessary to give effect to the submission. Copied from Point 308.1 regarding the Queenstown Town Centre Zone.</u>	addressed in Stream 8 Business Zones, Chapter 12	Duplicate with 308.2 for map 35	36	Urban - Queenstown
321.6		Coronet Property Investments Limited	Map 32 - Queenstown Hill, Gorge Road	Support	Supports zone change as it provides for the existing consented uses on 53 and 58 Gorge Road and any consequential changes. copied from point 321.2	Accept	commercial	32	Urban - Queenstown
357.1		Barry Ellis	Map 36 - Queenstown Central	Oppose	I submit that should an 'Entertainment Zone' be implemented then that area encompass/ incorporate areas such as the Village Green and Earnslaw Park and associated buildings surrounding that. There are always a number of events / concerts etc on these parks (including QLDC run events) so to exclude such areas would seem ridiculous. I recommend the minimum QLDC should be looking at is as follows The eastern boundary of this zone should be Stanley Street, the North/West , Shotover street down to and including the Steamer Wharf precinct, to the south including Church Street. This area would more reflect the actual Entertainment Area of downtown Queenstown in 2015. The proposed noise limit of 60dbls is also too restrictive for such a zone and 65 - 70dbls a more realistic limit. We could, from there, encourage this entertainment type industry to locate within a reasonable area into the future. The downtown area of Queenstown needs to remain an essentially vibrant and energetic part of town to attract locals and visitors alike.	Reject	commercial	36	Urban - Queenstown
394.2		Stanley Street Investments Limited and Stanley Street Limited and Kelso Investments Limited	Map 36 - Queenstown Central	Support	Submitter supports their property (located on the corners of Stanley Street, Shotover Street and Gorge Road shown on proposed Planning Map 36) being zoned Queenstown Town Centre Zone.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
398.2		Man Street Properties Limited	Map 35 - Queenstown	Support	Confirm the zoning of the Submitter's site (lot 1 DP399240) as 'Town Centre', as this will provide for a logical expansion of the town centre; will better reflect this existing interrelationship; be an efficient use of a scarce resource and better enable development of the site	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
398.2	FS1274.3	John Thompson and MacFarlane Investments Limited	Map 35 - Queenstown	Oppose	Opposes. Believes that the relief requested is inappropriate, taking into account all relevant considerations. Seeks that the submission be disallowed.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
398.3		Man Street Properties Limited	Map 36 - Queenstown Central	Support	Confirm the zoning of the Submitter's site (Lot 1 DP399240) as 'Town Centre'. Copied from Submission point 398.2	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
398.3	FS1274.4	John Thompson and MacFarlane Investments Limited	Map 36 - Queenstown Central	Oppose	Opposes. Believes that the relief requested is inappropriate, taking into account all relevant considerations. Seeks that the submission be disallowed.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
544.2		Good Group Limited	Map 35 - Queenstown	Not Stated	Expansion of the Town Centre Entertainment Precinct within the QTCZ, with the exception of the Town Centre Transition Sub-Zone.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
544.3		Good Group Limited	Map 36 - Queenstown Central	Not Stated	Expansion of the Town Centre Entertainment Precinct within the QTCZ, with the exception of the Town Centre Transition Sub-Zone.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
549.2		Watertight Investments T/A REPUBLIC HOSPITALITY GROUP (RHG) Operating WINNIES, BALLARAT TRADING COMPANY, ZEPHYR, BARUP, HABANA, BELOW ZERO AND BUFALLO CLUB.	Map 35 - Queenstown	Not Stated	Supports the introduction of an entertainment precinct but the area should be increased to include both sides of Searle Lane within the Entertainment Zone. This is important to ensure the ongoing development of what is Queenstown busiest, most vibrant, diverse and most logical area within Queenstown CBD for an entertainment precinct. See uploaded submission	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown

Appendix 2 to the Section 42A Report - Queenstown Mapping - Area 1A

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
549.3		Watertight Investments T/A REPUBLIC HOSPITALITY GROUP (RHG) Operating WINNIES, BALLARAT TRADING COMPANY, ZEPHYR, BARUP, HABANA, BELOW ZERO AND BUFALLO CLUB.	Map 36 - Queenstown Central	Not Stated	Supports the introduction of an entertainment precinct but the area should be increased to include both sides of Searle Lane within the Entertainment Zone. This is important to ensure the ongoing development of what is Queenstown busiest, most vibrant, diverse and most logical area within Queenstown CBD for an entertainment precinct.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
556.2		Skyline Enterprises Limited	Map 32 - Queenstown Hill, Gorge Road	Not Stated	Confirmation of the BMUZ on the submitter's land, subject to the modifications sought in the submission. Also refer Submission 634.2	Accept	commercial	32	Urban - Queenstown
587.2		Simple Simon Suck Fizzle Soup and Gourmet Pie Company Trading as The Atlas Beer Cafe	Map 35 - Queenstown	Not Stated	Include the Steamer Wharf complex as an Entertainment Precinct (map provided in the submission). Note: If conflict arises between the entertainment precinct in the Proposed Plan, or any other areas requested by other submitter's, that the Steamer Wharf Entertainment Precinct is given primacy over the others on the basis of it being the most appropriately located site. Copied from Point 587.1 (Queenstown Town Centre Zone)	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
587.2	FS1318.16	Imperium Group	Map 35 - Queenstown	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
587.3		Simple Simon Suck Fizzle Soup and Gourmet Pie Company Trading as The Atlas Beer Cafe	Map 36 - Queenstown Central	Not Stated	Include the Steamer Wharf complex as an Entertainment Precinct (map provided in the submission). Note: If conflict arises between the entertainment precinct in the Proposed Plan, or any other areas requested by other submitter's, that the Steamer Wharf Entertainment Precinct is given primacy over the others on the basis of it being the most appropriately located site. Copied from Point 587.1 (Queenstown Town Centre Zone)	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
587.3	FS1318.17	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
589.2		Goose Cherry Cod Catering Company Limited Trading as Ivy and Lolos	Map 35 - Queenstown	Not Stated	Include the Steamer Wharf complex as an Entertainment Precinct (map provided in the submission). Note: If conflict arises between the entertainment precinct in the Proposed Plan, or any other areas requested by other submitter's, that the Steamer Wharf Entertainment Precinct is given primacy over the others on the basis of it being the most appropriately located site. Copied from Point 587.1 (Queenstown Town Centre Zone)	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
589.2	FS1318.23	Imperium Group	Map 35 - Queenstown	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
589.3		Goose Cherry Cod Catering Company Limited Trading as Ivy and Lolos	Map 36 - Queenstown Central	Not Stated	Include the Steamer Wharf complex as an Entertainment Precinct (map provided in the submission). Note: If conflict arises between the entertainment precinct in the Proposed Plan, or any other areas requested by other submitter's, that the Steamer Wharf Entertainment Precinct is given primacy over the others on the basis of it being the most appropriately located site. Copied from Point 587.1 (Queenstown Town Centre Zone)	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
589.3	FS1318.24	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
596.2		Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited	Map 36 - Queenstown Central	Other	Oppose in part. The Proposed District Plan is modified so: • Protected Feature No.38 is identified on Proposed Planning Map 36. • The Queenstown Court House Historic Heritage Precinct excludes the Pig 'n' Whistle building • The Town Centre Entertainment Precinct is extended to include the Pig 'n' Whistle and Historic Courthouse buildings.	Points 1 and 2 addressed in Hearing Stream 3 Historic Heritage. Point 3 addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
596.2	FS1318.28	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
599.13		Peter Flemming and others	Map 35 - Queenstown	Not Stated	Oppose the introduction of an Entertainment Precinct as it is discriminatory, unworkable, and does not take into account cumulative effects. Refer Point 12 of submissions on Town centre	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
599.14		Peter Flemming and others	Map 36 - Queenstown Central	Oppose	Oppose the introduction of an Entertainment Precinct as it is discriminatory, unworkable, and does not take into account cumulative effects. Refer Point 12 of submissions on Town cent	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
599.5		Peter Flemming and others	Map 35 - Queenstown	Not Stated	Having a map showing clearly the boundaries of all areas within the Town Centre	Reject	commercial	35	Urban - Queenstown
599.6		Peter Flemming and others	Map 36 - Queenstown Central	Not Stated	Having a map showing clearly the boundaries of all areas within the Town Centre See scanned submission 599 (point 4)	duplicate with 599.5 for map 35	commercial	36	Urban - Queenstown
634.2		Trojan Holdings Limited	Map 32 - Queenstown Hill, Gorge Road	Not Stated	Confirmation of the BMUZ on the submitter's land, subject to the modifications sought in the submission. Also refer Submission 634.2	duplicate with 556.2 for map 32	commercial	32	Urban - Queenstown
650.5		Foodstuffs South Island Ltd and Foodstuffs South Island Properties Ltd	Map 36 - Queenstown Central	Support	Support the identification of Four Square Alpine and Henry's Queenstown within the Queenstown Town Centre Zone	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
667.5		Cedric Hockey	Map 36 - Queenstown Central	Oppose	Include the block bound by Isle, Man, Brecon and Camp Streets as part of the Queenstown Town Centre Zone.	out of scope (PC50)	commercial	36	Urban - Queenstown
672.18		Watertight Investments Ltd	Map 35 - Queenstown	Other	Amend Figure 2 to include the block bound by Isle, Man, Brecon and Camp Streets within Precinct 1A, as 15.5 m is an appropriate height limit in the context.	out of scope (PC50)	commercial	35	Urban - Queenstown
672.19		Watertight Investments Ltd	Map 36 - Queenstown Central	Other	Amend Figure 2 to include the block bound by Isle, Man, Brecon and Camp Streets within Precinct 1A, as 15.5 m is an appropriate height limit in the context.	out of scope (PC50)	commercial	36	Urban - Queenstown
672.2		Watertight Investments Ltd	Map 36 - Queenstown Central	Oppose	Include the block bound by Isle, Man, Brecon and Camp Streets as part of the Queenstown Town Centre Zone.	out of scope (PC50)	commercial	36	Urban - Queenstown
672.2	FS1043.2	Grand Lakes Management Limited	Map 36 - Queenstown Central	Oppose	GLML oppose the submission made by Watertight Investments Ltd as they seek an extension of the existing Town Centre Zone to include the block of land bound by Isle, Man, Brecon and Camp Streets. This block of land is directly adjacent to the Sofitel Hotel and if rezoned it could provide the opportunity for increased noise levels in line with the noise provisions as they currently proposed. As outlined in the GLML original submission this has the potential for increased adverse effects from noise exposure.	out of scope (PC50)	commercial	36	Urban - Queenstown
714.16		Kopuwai Investments Limited	Map 35 - Queenstown	Oppose	Identify the Steamer Wharf area as an Entertainment Precinct overlay on an Amended Planning Map 36; and if conflict arises between the PDP Entertainment Precinct or any other such area suggested by other submitters, that the Steamer Wharf Entertainment Precinct is given primacy as it is the most appropriately located.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
724.1		Queenstown Gold Ltd	Map 36 - Queenstown Central	Support	Confirm Lot 1 DP 306661 and Lot 2 DP 27703 on the eastern side of upper Brecon Street as being within the Queenstown Town Centre zone.	Accept	commercial	36	Urban - Queenstown
766.10		Queenstown Wharves GP Limited	Map 35 - Queenstown	Not Stated	Amend map to more clearly identify where the boundary of St Omer Park is located, so that it is clear as to where this rule applies. It appears on the planning maps that St Omer park extends further than the lines denoting where the non-complying status ends. Amend map to better clarify around extent of the Town Centre Waterfront Zone, which appears to have been removed.	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
766.10	FS1341.8	Real Journeys Limited	Map 35 - Queenstown	Support	Allow relief sought to the extent that is does not undermine or prevent the relief originally sought by Real Journeys (unless otherwise agreed through the submission process)	addressed in Stream 8 Business Zones, Chapter 12	commercial	35	Urban - Queenstown
766.12		Queenstown Wharves GP Limited	Map 36 - Queenstown Central	Not Stated	Amend map to more clearly identify where the boundary of St Omer Park is located, so that it is clear as to where this rule applies. It appears on the planning maps that St Omer park extends further than the lines denoting where the non-complying status ends. Amend map to better clarify around extent of the Town Centre Waterfront Zone, which appears to have been removed.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown

Appendix 2 to the Section 42A Report - Queenstown Mapping - Area 1A

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
766.12	FS1341.9	Real Journeys Limited	Map 36 - Queenstown Central	Support	Allow relief sought to the extent that it does not undermine or prevent the relief originally sought by Real Journeys (unless otherwise agreed through the submission process)	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
774.1		Queenstown Chamber of Commerce	Map 36 - Queenstown Central	Support	Support the use of the Entertainment Precinct to group similar activities but request that it is extended to include the following established bars and restaurants: 1876, Speight's Ale House, The Pig & Whistle and Brazz. Consider other areas in Queenstown Central Business District that may benefit from inclusion within the Entertainment Precinct such as the Steamer Wharf Precinct.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
774.1	FS1318.7	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct be deleted in accordance with my original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
804.1		Southern Pub Company Limited - T/A Pub on Wharf	Map 36 - Queenstown Central	Oppose	That Steamer Wharf complex is included as an Entertainment Precinct.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
804.1	FS1318.34	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
807.84		Remarkables Park Limited	Map 35 - Queenstown	Oppose	Amend maps 35 and 36 to provide better clarity around the extent of the Town Centre waterfront zone.	Accept	commercial	35	Urban - Queenstown
807.85		Remarkables Park Limited	Map 36 - Queenstown Central	Oppose	Amend maps 35 and 36 to provide better clarity around the extent of the Town Centre waterfront zone.	duplicate with 807.84 for map 35	commercial	36	Urban - Queenstown
832.1		Finz Queenstown Limited	Map 36 - Queenstown Central	Not Stated	Establish an <b>Entertainment Precinct</b> for Steamer Wharf and additional provisions in the Proposed Plan to give effect to the matters raised in the full submission.	Reject	commercial	36	Urban - Queenstown
835.2		Wai Queenstown Limited	Map 36 - Queenstown Central	Other	Support in part. Submitter seeks that the Steamer Wharf is included as an Entertainment Precinct.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
835.2	FS1318.37	Imperium Group	Map 36 - Queenstown Central	Oppose	Opposes. Requests that the Town Centre Entertainment Precinct not be extended, and indeed be deleted in accordance with his original submission.	addressed in Stream 8 Business Zones, Chapter 12	commercial	36	Urban - Queenstown
574.5		Skyline Enterprises Limited	Map 34 - Fernhill and Sunshine Bay	Other	That a new Commercial Tourism and Recreation Sub-Zone and associated provisions as outlined in this submission and attachments to this submission are adopted into the PDP.	Reject	commercial	34	Rural - EDGE OF UGB - Skyline
574.5	FS1063.23	Peter Fleming and Others	Map 34 - Fernhill and Sunshine Bay	Oppose	Oppose all	Accept in part	commercial	34	Rural - EDGE OF UGB - Skyline
574.5	FS1370.1	ZJV (NZ) Limited	Map 34 - Fernhill and Sunshine Bay	Oppose	The liberal controls promoted within the proposed "Commercial Tourism & Recreation Sub-Zone" are inappropriate in ONL setting. The proposed "Commercial Tourism & Recreation Sub-Zone" is not supported by an adequate examination of alternatives, costs and benefits under section 32 of the RMA 1991. The existing designation enables a range of activities that are appropriate for the location and is inconsistent with a recent Environment Court Decision.	Accept in part	commercial	34	Rural - EDGE OF UGB - Skyline